

A G E N D A

NATURAL RESOURCES ITEMS FOR

TRANSPORTATION AND NATURAL RESOURCES COMMITTEE - STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources - January 28, 2004 - 3:30 P.M.
State Administrative Board Meeting - February 3, 2004 - 11:00 A.M.

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MINERAL LEASES

1. OIL AND GAS LEASE AUCTION HELD DECEMBER 2, 2003: 36,518.42 acres of State-owned minerals were offered for lease. 24,076.47 acres bid in will be leased between 19 counties of which 13,615.37 acres are classified as development and 10,461.10 are nondevelopment.

Terms: Five years with two one-year options to extend, 1/6 royalty. Bonus \$670,140.00 and first year's rental of \$48,214.36, collected at auction. Total revenue \$718,354.36.

2. DIRECT OIL AND GAS LEASE - NONDEVELOPMENT: Paxton Resources, L.L.C. of Gaylord, Michigan, 25.00 acres, more or less of Department of Transportation State-owned minerals, Section 16, T30N, R03W, Bagley Township, Otsego County.

Terms: One-year term, no extensions 3/16 royalty. Bonus \$1,000.00 (\$40.00 per acre), and \$2.00 per acre annual rental.

3. DIRECT OIL AND GAS LEASE - NONDEVELOPMENT: DTE Gas & Oil Company, Traverse City, Michigan, 15.00 acres, more or less of Department of Natural Resources State-owned minerals, Section 24, T31N, R05W, Village of Elmira, Warner Township, Antrim County, Michigan.

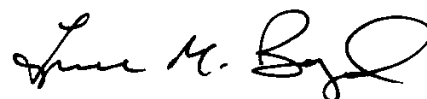
Terms: One year term, no extensions 3/16 royalty, Bonus: \$195.00 (\$13.00 per acre), and \$2.00 per acre annual rental.

Item one was approved by the Director of the Department of Natural Resources on January 9, 2004. Items 2 and 3 were approved by the Chief of Forest, Mineral and Fire Management of the Department of Natural Resources on December 3, 2003, and January 8, 2004, respectively. The form of legal documents involved in these transactions have previously been approved by the Attorney General.

I recommend approval.

Respectfully submitted:

Department of Natural Resources



By: _____
Lynne M. Boyd, Manager
Mineral and Land Management Section
Forest, Mineral and Fire Management

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: January 28, 2004 - Secretary of State's Office, 3:30 PM
State Administrative Board Meeting: February 3, 2004 - State Capitol, 11:00 AM

CONTRACTS

1. HIGHWAYS (Real Estate) Direct Sale of Easement (Resolution A)
Tract 223, Control Section 56044, Parcel 356AP, Part A

The subject tract is located in the city of Midland, Midland County, and contains approximately 4,125 square feet, more or less. The easement interest was appraised by Mark Bollinger, Member of the Appraisal Institute, at \$18,500 on September 25, 2002, and reviewed by Phyllis K. Burghy, Property Analyst, Bay Region, at the appraised value of \$18,500 on October 21, 2002. This tract was approved for sale by R. Michael Smith, Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on October 21, 2002. SBC Michigan, McLeod USA Telecommunication Services, and Consumers Energy Company have submitted an "Application to Purchase and Agreement of Sale," accompanied by a check in the amount of \$18,501, which represents payment in full for the easement interest. This tract was not offered to the local municipalities prior to being offered to the utility providers cited above. This tract was determined to be excess by the Bureau of Highways – Development.

\$18,500

Purpose/Business Care: The purpose of excess property sale contracts and easement relinquishments is to dispose of State-owned excess property by sale or relinquishment to State agencies, local units of government, or private parties. The sale of excess property or the exchange of excess property for other State needed rights in real estate or the relinquishment of easements, returns revenue to the State or minimizes capital outlay.

Benefit: MDOT benefits by reducing the inventory of State-owned property and generating revenue or other benefit.

Funding Source: N/A, revenue generating.

Commitment Level: Excess property is appraised for value and minimum sale price or exchange value is based on that appraised value and relinquishments of easement are processed for a stated fee.

Risk Assessment: If excess property is not sold or easements relinquished, the amount of State revenue will be reduced.

Cost Reduction: The State does not accept less than appraised value or current fee amount.

New Project Identification: N/A.

Zip Code: 48640

2. HIGHWAYS (Real Estate) Partial Release of Reversionary Interest (Resolution B)
Sale 8-898-N, Control Section 23062/23081, Parcels 105 Part A, 1P, 3, 6, 6N

The subject tract is located in the Township of Delta, Eaton County, and contains approximately 29.7 acres, more or less. The tract was sold and conveyed to Delta Township, Eaton County, by Quitclaim Deed dated February 1, 1999. MDOT is the holder of a certain right of reversion, and a request has been received from the current fee owner and grantee, Delta Township, Eaton County, for a partial release of this right of reversion so that they may gain access to this otherwise unusable land-locked property. Appraisal of this partial release of reversionary interest was deemed to be not required due to continued use of the remaining 25 plus acres for public purpose. This partial release was approved by Mark E. Jordan, Manager, Project Development Section, Real Estate Support Area. At the time this tract was sold, it was offered to the local municipalities prior to being offered at auction, and this tract was determined to be excess by the Bureau of Highways – Development.

Mutual Benefit

Purpose/Business Care: The purpose of excess property sale contracts and easement relinquishments is to dispose of State-owned excess property by sale or relinquishment to State agencies, local units of government, or private parties. The sale of excess property or the exchange of excess property for other State needed rights in real estate or the relinquishment of easements, returns revenue to the State or minimizes capital outlay.

Benefit: MDOT benefits by reducing the inventory of State-owned property and generating revenue or other benefit.

Funding Source: N/A, revenue generating.

Commitment Level: Excess property is appraised for value and minimum sale price or exchange value is based on that appraised value and relinquishments of easement are processed for a stated fee.

Risk Assessment: If excess property is not sold or easements relinquished, the amount of State revenue will be reduced.

Cost Reduction: The State does not accept less than appraised value or current fee amount.

New Project Identification: N/A.

Zip Code: 48917

3. *HIGHWAYS – Retroactive IDS Time Extension

Retroactive Amendatory Contract (2000-0182/A2) between MDOT and Lawrence Hill will retroactively extend the contract term by one year to provide sufficient time for the consultant to complete the landscaping design services authorized under authorization (Z7). The original contract provided for specific design services to be performed on an as needed/when needed basis. The revised contract term will be March 22, 2000, through March 22, 2004. The maximum contract amount remains unchanged at \$2,000,000. Source of Funds: 100% State Restricted Trunkline Funds.

This time extension was initially requested prior to the contract expiration date of March 22, 2003, by the MDOT project manager, who assumed that the extension had been issued. When the project manager learned that the time extension had not been issued, he requested a retroactive time extension. The consultant had continued to work under the direction of the MDOT project manager.

Purpose/Business Case: To provide landscaping design services on the US-131 freeway ending south of the Manistee River on M-42 from Old US-131 to US-131 and the US-131/M42 interchange.

Benefit: Improvement to the project will provide the needed results for the final project completed.

Funding Source: 100% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the amendment is not awarded, the consultant will be working without a contract.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: No, this work is replacing the original roadside landscaping

Zip Code: 48203.

4. *HIGHWAYS - Increase Services and Amount, Extend Term

Amendatory Contract (2001-0073/A2) between MDOT and Automobile Club of Michigan will add services for the operation of the Freeway Courtesy Patrol, will increase the contract amount by \$1,213,361.07, and will extend the contract term by one year. The original contract provides for the patrol of segments of the freeway system in Wayne, Oakland, and Macomb Counties to assist stranded motorists (CS 84217 - JN 60326). The revised contract term will be January 1, 2001, through December 31, 2004. The revised total contract amount will be \$4,736,159.57. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: The Freeway Courtesy Patrol assists stranded motorists throughout the Southeast Michigan freeway system, providing benefits not only to those assisted but to other motorists due to lower traffic congestion and safer driving conditions. This contract comprises roughly half of the Freeway Courtesy Patrol fleet and route coverage. At the proposed level of service under this contract amendment, nearly 16,000 assists are provided per year. In the 2002 Evaluation Report published by the Southeast Michigan Council of Governments, the benefit cost ratio for the program was 9.2:1. The proposed work for this amendment extends the contract period for 12 months and adds Automatic Vehicle Locating equipment for fleet tracking.

Benefit: Extending the existing contract will ensure continuous services that provide a positive benefit to traffic safety.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Risk of not accepting work is disruption to the Freeway Courtesy Patrol program and suspension of roadside assistance services.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: No, this is rehabilitation of an existing project.

Zip Code: 48150.

5. HIGHWAYS - Time Extension

Amendatory Contract (2001-0212/A3) between MDOT and Parsons Transportation Group, Inc., will extend the contract by ten months to provide sufficient time for the consultant to complete work and submit the Environmental Assessment to the Federal Highway Administration (FHWA). The original contract provides for the design of US-12 from the east city limits of Saline to Munger Road in Washtenaw County. The revised contract term will be from July 24, 2001, through December 31, 2004. The total contract amount remains unchanged at \$2,831,034.48. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: A time extension is needed because the public involvement process took longer than anticipated.

Benefit: The extension of time will allow the consultant to finish the project and submit the Environmental Assessment to the FHWA for a request for a Finding of No Significant Impact (FONSI).

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the extension were not approved, the consultant would not be under contract anymore and thus all of the work required to submit a request for a FONSI would need to be done by MDOT staff.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: Not a new project.

Zip Code: 48176.

6. *HIGHWAYS – Renewal and Extension

Renewal and Amendatory Contract (2002-0354/A2) between MDOT and Parsons Brinckerhoff Michigan, Inc., will renew the contract and extend the contract term by one year to provide sufficient time for the consultant to complete the services. The original contract provided for construction engineering services to be performed on Ann Arbor Road (Old M-14) from Lilley Road to Newburgh Road in Plymouth Township and the city of Livonia, Wayne County (CS 82101 – JNs 49401, 55977A, 59516A). The extension is required to complete closeout services for this project. The revised contract term will be from April 19, 2002, through May 31, 2003, and from the date of the award of this renewal/amendment through May 31, 2004. No costs will be incurred between the expiration of the original contract and the date of award of this renewal/amendment. The total contract amount remains unchanged at \$1,074,484.23. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: Renewal and extension of this contract is needed to complete closeout services for this project.

Benefit: This is the most efficient and cost-effective option for MDOT to continue to utilize the current consultant for project closeout activities.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If we don't extend this contract, we will not be able to complete project closeout services.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is reconstruction of an existing facility.

Zip Code: 48152.

7. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z3/R1) under Contract (2002-0496) between MDOT and Wade Trim/Associates, Inc., will extend the project limits and add resurfacing work and will increase the authorization amount by \$5,045.03. The original authorization (Z3) provides for the design of M-55 passing relief lanes from 8 Mile Road to Stevens Road in Missaukee County, for a total cost of \$99,501.02. The term of the authorization remains unchanged, April 24, 2003, through June 5, 2005. The revised authorization amount will be \$104,546.05. The contract term is June 5, 2002, through June 5, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This project will allow for the construction of a passing relief lane and resurfacing work that will reduce the need for future maintenance costs.

Benefit: The benefit will be a reduction in traffic congestion and a safer and smoother roadway eliminating excess costs in maintenance.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The project will improve roadway safety by allowing for traffic to utilize a passing relief lane. Not constructing this project may have a risk of injury due to congestion and hazards.

* Denotes a non-standard contract/amendment

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: Additional services for design of an M-55 passing relief lane. It is a new relief lane and resurfacing work to the existing roadway.

Zip Code: 45691.

8. *HIGHWAYS - Right-of-Way Lease

Contract (2003-0704) between MDOT and Duty Free Americas, Inc., will provide for access to the eastbound ramp to the Blue Water Bridge Plaza for the operation of the duty free facility. MDOT will receive 17 percent of the gross sales of all merchandise from the Duty Free Americas, Inc., Port Huron store(s) as rent. The contract will be in effect from the date of award through five years. Revenue is estimated at \$5,175,472.50.

Purpose/Business Case: The purpose of the lease contract is to provide the lessee with a break in limited access to the International Bridge Plaza, in Port Huron, Michigan, for purposes of operating the Duty Free Americas, Inc., store.

Benefit: Travelers crossing the international border to Canada may purchase duty free merchandise. The State of Michigan receives approximately one million dollars revenue each year of the five year term of the Lease.

Funding Source: N/A - revenue generating, approximately one million dollars per year for the five year term of the Lease.

Commitment Level: Lease rate was determined by contract appraisal.

Risk Assessment: Loss of approximately five million dollars revenue to the State of Michigan over the five year term of the lease.

Cost Reduction: N/A. The lease is revenue-generating.

New Project Identification: N/A.

Zip Code: 48060.

9. HIGHWAYS - IDS Real Estate Services

Contract (2003-0721) between MDOT and Applied Science & Technology, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount and authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

10. *HIGHWAYS - Chemical Storage Facility

Contract (2003-0737) between MDOT and the Monroe County Road Commission will provide for the construction of a chemical storage facility within the city of Monroe. The contract will be in effect from the date of award through two years. The total contract amount will be \$580,000. Source of Funds: 60% State Restricted Trunkline Funds and 40% Monroe County Funds.

Purpose/Business Case: Contract will provide for the construction of a chemical storage facility located within the city of Monroe. The chemical storage building will be a high arch type bulk facility with a capacity of approximately 5,000 to 10,000 tons for the storage of bulk chemicals to be used on State trunkline highways and county roads.

Benefit: Will assure the most cost-effective and efficient way of delivering winter operation activities in the area.

Funding Source: 60% State Restricted Trunkline Funds and 40% Monroe County Funds. The Department's share will not exceed \$350,000.

Commitment Level: 60% State Restricted Trunkline Funds and 40% Monroe County Funds, based on estimate. Cost-sharing contract: MDOT's final cost will be determined based on the actual pro rata share of the material volume (tonnage) processed through the facility over a five-year period.

* Denotes a non-standard contract/amendment

Risk Assessment: Construction of the chemical storage facility is essential to the operation and maintenance of State trunkline highways and county roads within Monroe County. Failure to award this contract and construct the facility would result in lack of availability of needed chemicals in a timely manner, resulting in potentially unsafe roads and travel conditions for the public.

Cost Reduction: Construction of the chemical storage facility will be closely monitored to prevent use of trunkline budget for any unnecessary work or expenditures.

New Project Identification: Construction of a new chemical storage facility.

Zip Code: 49504.

11. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2003-5396) between MDOT and the City of Walker will provide for funding participation in the following improvements:

PART A

Construction of a right turn lane from westbound Highway M-45 (Lake Michigan Drive) to northbound Highway M-11 (Wilson Avenue) and additional work required for the concrete reconstruction of the intersection of M-45 and M-11.

PART B

Signal modification of the intersection of M-45 and M-11.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$ 0	\$50,000	\$ 50,000
State Restricted Trunkline Funds	<u>\$740,000</u>	<u>\$ 0</u>	<u>\$740,000</u>
Total Funds	<u>\$740,000</u>	<u>\$50,000</u>	<u>\$790,000</u>

M 41061 – 72143, NHG 41061 - 72144; Kent County
Local Letting

Purpose/Business Case: Construction of right turn lane to provide for future traffic flow at intersection.

Benefit: The City of Walker agrees to improve three other quadrants of the intersection.

Funding Source: State Trunkline and Bridge Construction Funds, Federal Highway Administration Funds.

Commitment Level: PART A: 100% State; lump sum payment; PART B: 100% FHWA; lump sum payment.

Risk Assessment: Loss of future economic development opportunities.

Cost Reduction: Since MDOT is paying the cost of the turn lane in the northeast quadrant, the City agrees to construct turn lanes in the other three quadrants in the future at their own expense.

New project Identification: New construction of right turn lane and signal improvement.

Zip Code: 49544.

12. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2003-5545) between MDOT and the City of Detroit will provide for funding participation in the construction of the following improvements utilizing Federal Highway Administration Funds in lieu of Transportation Economic Development Category C Funds:

Concrete paving and traffic signal modernization work along Linwood Street from Fenkell Street northerly to the Highway US-10 (Lodge Freeway) South Service Drive, including geometric changes, drainage structures, and storm sewer work.

Estimated Funds:

Federal Highway Administration Funds being used in lieu of State Restricted Economic Development Funds	\$299,700
City of Detroit Funds	<u>\$ 74,900</u>
Total Funds	<u>\$374,600</u>

EDCF 82544 – 74941; Wayne County
Letting of 1/9/2004

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the State all-season road network under Public Act 231.

Benefit: Support economic growth, reduce traffic congestion, and upgrade the State all-season road system.

Funding Source: Federal Minimum Guarantee Funds and City of Detroit Funds.

Commitment Level: 80% Federal, 20% City of Detroit; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

New Project Identification: Improve existing roadway.

Zip Code: 48201.

13. HIGHWAYS - Cost Participation for Local Agency Preliminary Engineering
Contract (2003-5551) between MDOT and the City of Burton will provide for funding participation in the construction of the following improvements utilizing Federal Highway Administration Funds in lieu of Transportation Economic Development Category C Funds:

The performance of preliminary engineering activities for the reconstruction and widening of Court Street from Genesee Road to Belsay Road.

Estimated Funds:

Federal Highway Administration Funds being used in lieu of State Restricted Economic Development Funds	\$57,800
Federal Highway Administration Funds	\$ 9,900
City of Burton Funds	<u>\$16,900</u>
Total Funds	<u>\$84,600</u>

EDCF 25544 – 77408; Genesee County
Preliminary Engineering

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the State all-season road network under Public Act 231.

Benefit: Support economic growth, reduce traffic congestion, and upgrade the State all-season road system.

Funding Source: Federal Minimum Guarantee Funds, Federal Donor State Bonus Funds, and City of Burton Funds.

Commitment Level: 80% Federal, 20% City of Burton; based on estimate.

Risk Assessment: Funding received for the design phase will allow plans to be developed for the future construction phase of the project.

Cost Reduction: Estimate reviewed to make sure costs are reasonable and valid.

New Project Identification: Design to improve and widen existing roadway.

Zip Code: 48509.

14. HIGHWAYS - Cost Participation for State Critical Bridge Construction Contract
Contract (2003-5572) between MDOT and the Allegan County Road Commission will provide for funding participation in the construction of the following improvements under Section 144 of Title 23 USC and the State Critical Bridge Program:

The removal and replacement of the structure B01 of 03-12-23, which carries 54th Street over Bush Drain, Sections 21 and 22, T1N, R15W, Lee Township, Allegan County, Michigan; the reconstruction of the approaches to the structure for approximately 428 feet southerly and 367 feet northerly of the structure.

Estimated Funds:

Federal Highway Administration Funds	\$248,800
State Restricted Trunkline Funds	\$ 46,700
Allegan County Road Commission Funds	<u>\$ 15,500</u>
Total Funds	<u>\$311,000</u>

BRO 03012 - 56454

Letting of 2/6/2004

Purpose/Business Case: To replace structurally deficient and functionally obsolete structure under the State Critical Bridge Program.

Benefit: Safer structure.

Funding Source: Federal Highway Bridge Replacement and Rehabilitation Program Funds, State Critical Bridge Funds, and Allegan County Road Commission Funds.

Commitment Level: 80% Federal, 15% State, 5% Allegan County; based on estimate.

Risk Assessment: Possible failure of structure and closure to traffic.

Cost Reduction: Low bid.

New Project Identification: Replace existing structure.

Zip Code: 49450.

15. HIGHWAYS - Cost Participation for State Critical Bridge Construction Contract
Contract (2003-5618) between MDOT and the Cass County Road Commission will provide for funding participation in the construction of the following improvements under Section 144 of Title 23 USC and the State Critical Bridge Program:

PART A

The removal and replacement of the structure B01 of 14-06-30, which carries Channel Parkway/Christiana Drive over Juno Lake Channel, Section 6, T8S, R14W, Mason Township, Cass County, Michigan; the reconstruction of the approaches to the structure for approximately 33 feet easterly and 126 feet westerly of the structure.

PART B

Tree removal and planting work outside the roadway right-of-way along Channel Parkway/Christiana Drive in the vicinity of the structure B01 of 14-06-30.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$145,400	\$ 0	\$145,400
State Restricted Trunkline Funds	\$ 27,300	\$ 0	\$ 27,300
Cass County Road Commission Funds	<u>\$ 9,100</u>	<u>\$1,500</u>	<u>\$ 10,600</u>
Total Funds	<u>\$181,800</u>	<u>\$1,500</u>	<u>\$183,300</u>

BRO 14006 - 59694

Letting of 3/5/2004

Purpose/Business Case: To replace structurally deficient and functionally obsolete structure under the State Critical Bridge Program.

Benefit: Safer structure.

Funding Source: Federal Highway Bridge Replacement and Rehabilitation Program Funds, State Critical Bridge Funds, and Cass County Road Commission Funds.

Commitment Level: 80% Federal, 15% State, 5% Cass County Road Commission for Part A; 100% Cass County Road Commission for Part B; based on estimate.

Risk Assessment: Possible failure of structure and closure to traffic.

Cost Reduction: Low bid.

New Project Identification: Replace existing structure.

Zip Code: 49031.

16. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2003-5619) between MDOT and the Branch County Road Commission will provide for funding participation in the construction of the following improvements utilizing Federal Highway Administration Funds in lieu of Transportation Economic Development Category D Funds:

PART A

The removal and replacement of the structure B01 of 12-11-21, which carries Matteson Lake Road over the Swan Creek Drain, Sections 35 and 36, T6S, R8W, Matteson Township, Branch County, Michigan; the reconstruction of the approaches to the structure for approximately 270 feet southerly and 265 feet northerly of the structure.

PART B

Guardrail work along Matteson Lake Road from approximately 270 feet north of the structure B01 of 12-11-21 northerly to Lindley Road.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>TOTAL</u>
Federal Highway Administration Funds being used in lieu of State Restricted Economic Development Funds	\$371,000	\$ 0	\$371,000
Branch County Road Commission Funds	<u>\$ 92,800</u>	<u>\$11,600</u>	<u>\$104,400</u>
Total Funds	<u>\$463,800</u>	<u>\$11,600</u>	<u>\$475,400</u>

EDDF 12555 - 74018

Letting of 2/6/2004

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the State all-season road network under Public Act 231.

Benefit: Support economic growth, reduce traffic congestion, and upgrade the State all-season road system.

Funding Source: Federal Minimum Guarantee Funds and Branch County Road Commission Funds.

Commitment Level: 80% Federal, 20% Branch County Road Commission; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

New Project Identification: Improve existing roadway/structure.

Zip Code: 49028.

17. HIGHWAYS - Cost Participation for State Critical Bridge Construction Contract
Contract (2003-5624) between MDOT and the Ionia County Road Commission will provide for funding participation in the construction of the following improvements under Section 144 of Title 23 USC and the State Critical Bridge Program:

The removal and replacement of the structure B02 of 34-06-21, which carries Prairie Creek Road over Prairie Creek, Section 16, T7N, R6W, Ionia Township, Ionia County, Michigan; the reconstruction of the approaches to the structure for approximately 236 feet southerly and 298 feet northerly of the structure.

Estimated Funds:

Federal Highway Administration Funds	\$340,900
State Restricted Trunkline Funds	\$ 63,900
Ionia County Road Commission Funds	\$ <u>21,300</u>
Total Funds	<u>\$426,100</u>

BRO 34006 - 53418

Letting of 2/6/2003

Purpose/Business Case: To replace structurally deficient and functionally obsolete structure under the State Critical Bridge Program.

Benefit: Safer structure.

Funding Source: Federal Highway Bridge Replacement and Rehabilitation Program Funds, State Critical Bridge Funds, and Ionia County Road Commission Funds.

Commitment Level: 80% Federal, 15% State, 5% Ionia County; based on estimate.

Risk Assessment: Possible failure of structure and closure to traffic.

Cost Reduction: Low bid.

New Project Identification: Replace existing structure.

Zip Code: 48846.

18. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Amendatory Contract (2003-5643) between MDOT and the City of Muskegon will provide for funding participation in the construction of the following improvements utilizing State Build Michigan III Funds:

PART A

New construction work for the Shoreline Drive Connector from the Highway US-31 business route (BR) to the existing Shoreline Drive at Terrace Street.

PART B

Coldmilling and bituminous resurfacing work along Shoreline Drive from the existing Highway US-31 BR northerly to Fourth Street and Pavement, removal and replacement work along Shoreline Drive from Fourth Street northerly to Terrace Street, and reconstruction work along Western Avenue from Pine Street to Terrace Street.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>TOTAL</u>
State Restricted Trunkline Funds	\$8,800,000	\$3,050,000	\$11,850,000
City of Muskegon Funds	\$ 0	\$ 0	\$ 0
Total Funds	<u>\$8,800,000</u>	<u>\$3,050,000</u>	<u>\$11,850,000</u>

MBS 61153 – 56028, MBS 61151 – 59527; Muskegon County
Amendment

The purpose of this amendment is to replace the individual capped amounts of State Build Michigan III Funds for each part (\$8,800,000 for Part A and \$3,050,000 for Part B) with a total capped amount of State Build Michigan III Funds for the combined Parts A and B (\$11,850,000) and to include reconstruction work along Western Avenue in the Part B portion of the project work. The project cost reflects the maximum amount in which the State will participate.

Purpose/Business Case: Amend original contract to allow State funds to be shifted between parts of the overall project and increase the scope of the project to include additional eligible work, up to the total grant amount of \$11,850,000.

Benefit: To be able to expend unused funds that are available for the overall project.

Funding Source: State Build Michigan III Funds.

Commitment Level: 100% State up to an amount not to exceed a total of \$11,850,000 for the combined Parts A and B and balance, if any, by City of Muskegon; based on low bid and estimate of additional approved work.

Risk Assessment: With amendment, MDOT follows through on its intent to pay for eligible items of work where funds are available.

Cost Reduction: N/A (Original contract was for low bid).

New Project Identification: N/A (Original contract was for new roadway and improvements to existing roadways).

Zip Code: 49440.

19. HIGHWAYS - IDS Engineering Services
Contract (2004-0089) between MDOT and Ayres, Lewis, Norris & May, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
20. HIGHWAYS - IDS Research Services
Contract (2004-0090) between MDOT and Western Michigan University will provide for research services to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years or until the last authorization has been completed, whichever is longer. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$25,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
21. HIGHWAYS - IDS Engineering Services
Contract (2004-0091) between MDOT and Capital Consultants, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
22. HIGHWAYS - IDS Engineering Services
Contract (2004-0092) between MDOT and Gosling Czubak Engineering Sciences, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
23. HIGHWAYS - IDS Engineering Services
Contract (2004-0093) between MDOT and Fleis & Vandenbrink Engineering, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

24. HIGHWAYS - IDS Engineering Services
Contract (2004-0094) between MDOT and HDR/Henningson, Durham & Richardson, PC, will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
25. HIGHWAYS - IDS Real Estate Services
Contract (2004-0099) between MDOT and Jason DuBois will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
26. *HIGHWAYS - Intelligent Transportation System Field Maintenance
Contract (2004-0108) between MDOT and Transcore ITS Michigan, P.C., will provide for maintenance of all fielded Advanced Traffic Management System devices and communication equipment for the Michigan Intelligent Transportation System in Detroit. The contract will be in effect from date of award through December 31, 2004. The total contract amount is \$1,132,191.83. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: Michigan Intelligent Transportation System (MITS) provides a wide range of data and services to internal and external stakeholders to help improve freeway operations through incident management and advanced traveler information. External stakeholders include Michigan State Police and other public safety agencies, CCTV feeds to traffic reporting media.

Benefit: Maintenance of field equipment ensures that MITSC will continue to provide needed services.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly and direct costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not awarding this contract will eventually result in system outage(s) due to lack of maintenance coverage and increased risk of system damage and outages.

Cost Reduction: Costs in services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: No, this is rehabilitation on an existing project.

Zip Code: 48071.

27. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2004-5004) between MDOT and the County of Wayne will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category A Funds:

Paving work along Tyler Road from Highway I-275 to Hannan Road, excluding intersection improvements at Tyler Road and Hannan Road and including bituminous surfacing, passing/deceleration lanes, and drainage improvement work.

Estimated Funds:

State Restricted Economic Development Funds	\$579,539
County of Wayne Funds	\$ 0
Total Funds	<u>\$579,539</u>

EDA 82522 - 78425

Local Letting

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the State all-season road network under Public Act 231.

Benefit: Support economic growth, reduce traffic congestion, and upgrade the State all-season road system.

Funding Source: State Transportation Economic Development Funds

Commitment Level: 100% State up to \$579,539 and the balance, if any, by County of Wayne; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

New Project Identification: Improve existing roadway.

Zip Code: 48111.

28. MULTI-MODAL – Railroad Force Account Work

Authorization (28003-77875) under Master Agreement (94-0804), dated July 28, 1994, between MDOT and the Tuscola & Saginaw Bay Railway, Inc. (TSB), will provide funding for the installation of flashing-light signals on a cantilever at TSB=s grade crossing of Three Mile Road in Grand Traverse County, Michigan. This work, to be done in conjunction with a road widening project, will improve motorist safety. The authorization will be issued under the provisions of the Master Agreement and a Local Agency Application submitted by the Grand Traverse County Road Commission and approved on December 30, 2003. The total cost of the project is estimated at \$36,928.64. Source of Funds: Federal Highway Administration Funds - \$36,928.64.

Purpose/Business Case: The project will provide for the installation of flashing-light signals on a cantilever at the grade crossing of TSB with Three Mile Road in Grand Traverse County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety in conjunction with a roadway widening project. The crossing already has side-of-street flashing-light signals and additional flashing lights on a cantilever facing northbound traffic. The need for a second cantilever, facing southbound traffic, was deemed necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT=s Rail Safety Section.

Funding Source: Funding for this project is provided from federal dedicated grade crossing safety funds appropriated under the provisions of USC Title 23 Section 130. Federal Highway Administration Funds - \$36,928.64. Other work at the crossing, including relocating and upgrading the active warning devices facing northbound traffic, will be the responsibility of the Grand Traverse County Road Commission.

Commitment Level: The contract cost is based on TSB's estimate and will be paid on a force account basis.

Risk Assessment: Three Mile Road is being widened from its current 3 lanes to a 5-lane, 64-foot-wide roadway. As such, additional flashing-light signals on a cantilever are warranted in the interest of motorist safety. In addition, upgrading the existing flashing lights to accommodate 12-inch rather than the existing 8-inch lenses will provide a greater level of visual warning for motorists.

Cost Reduction: The work will be performed by TSB on a force account basis, so we will be reimbursing the railroad for actual costs incurred. Ongoing maintenance will be the joint responsibility of TSB and the Grand Traverse County Road Commission.

New Project Identification: Motorist warning at the crossing today is provided by side-of-street flashing-light signals with additional flashing lights on a cantilever facing northbound traffic. This project would enhance the level of warning by adding a cantilever facing southbound traffic and upgrading the flashing lights to 12-inch lenses.

Zip Code: 49686.

29. *MULTI-MODAL - Renewal & Extension

Renewal and Amendatory Contract (95-1697/A5) between MDOT and the National Railroad Passenger Corporation (Amtrak) will renew the contract and extend the contract term by nine months to allow Amtrak sufficient time to complete the installation of automated ticketing machines and travel information displays at various stations along our rail passenger routes. The original contract provides for the purchase and installation of the most current technology in automated ticketing and travel information display at rail passenger stations in New Buffalo, St. Joseph, Bangor, Holland, Grand Rapids, East Lansing, Durand, Flint, Lapeer, Port Huron, Niles, Dowagiac, Kalamazoo, Battle Creek, Albion, Jackson, Ann Arbor, Dearborn, Detroit, Royal Oak, Birmingham, and Pontiac, Michigan. This additional time is necessary because the initial installation of the lighted electronic display (LED) signs that provide arrival and departure information in West Michigan was more complicated than anticipated. Initially, the project outlined the need for a wireless cell provider. It was determined that this type of arrangement could not serve all of the installation locations. A digital subscriber line (DSL) provider was then secured, and the project moved forward. Adding to the length of the project was the need to relocate the base station for this project from Niles, Michigan, to Kalamazoo, Michigan. This relocation was necessitated by Amtrak's cutback of staff hours at the Niles station. The revised contract term will be from October 9, 1995, through December 31, 2003, and from the date of award of this renewal/amendment through nine months. No costs will be incurred between the expiration of the prime contract and the award of this renewal/amendment. The total contract amount remains unchanged at \$300,000. Source of Funds: FY 1996 State Restricted Comprehensive Transportation Funds - \$300,000.

Purpose/Business Case: Provides for the purchase and installation of automated ticketing machines and travel information display signs at rail passenger stations throughout the state. This renewal/amendment extends the contract term by nine months to allow additional stations to be equipped.

Benefit: Rail passenger travelers will be able access ticket information at several unstaffed stations along our routes and current train arrival/travel information will be displayed at stations.

Funding Source: FY 1996 State Restricted Comprehensive Transportation Funds - \$300,000.

Commitment Level: Contract is based on cost estimates.

Risk Assessment: If this work is not completed, train delays go unexplained to the traveling public. The automated ticketing machines have allowed for 24 hour ticketing at the unstaffed rail stations, which would not be possible without this contract.

Cost Reduction: The project was competitively bid by Amtrak and the lowest bidder was awarded the bid.
New Project Identification: This is not a new project.
Zip Code: 48909.

30. *MULTI-MODAL – Shorten Term, Reduce Local Share

Retroactive Amendatory Contract (97-0083/A2) between MDOT and Mass Transportation Authority (MTA) (in Flint) will shift State operating funding in the amount of \$451,428 from project year three to project year two, shorten the contract term by one year, and reduce the MTA share of the project costs by \$150,476, per an August 6, 2003, Disputed Audit Review Team (DART) decision (DART Report 184). The revised contract term will be April 28, 1997, through September 7, 1999. The revised total contract amount will be \$2,463,380. Source of Funds: State Restricted Comprehensive Transportation Funds - \$1,558,628; MTA Funds - \$904,752.

Purpose/Business Case: To amend the contract to allow the State funding to be used for two years of regional service instead of three.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: State Restricted Comprehensive Transportation Funds - \$1,558,628; Local Funds \$1,055,228.

Commitment Level: Amendment based on audit results.

Risk Assessment: The risk of not doing this project is the loss of State funds to the agency.

Cost Reduction: Grant amount is determined by the agency application and eligible expenses incurred to provide the service.

Project Identification: This does not include a new construction project.

Zip Code: 48503.

31. *MULTI-MODAL - Increase Services and Amount, Adjust Line Items, Extend Term

Amendatory Contract (98-0386/A4) between MDOT and the Thunder Bay Transportation Corporation, located in Alpena, will adjust line items to move \$6,000 from an unneeded capital line item to the operations line item, increase State funding for operating assistance services by \$36,000 to provide for a higher level of services, increase the local funding by \$32,571, and extend the contract term by two months to correct an error in the completion date in a prior amendment. The original contract provides State funds for operating and capital assistance for the Regional Transportation Program serving Alcona, Alpena, and Montmorency Counties. The revised contract term will be September 15, 1998, through June 30, 2005. The revised total contract amount will be \$456,149. Source of Funds: State Restricted Comprehensive Transportation Funds - \$342,173; Thunder Bay Transportation Corporation Funds - \$113,976.

Purpose/Business Case: Provides for an increase in State funding to allow for a more aggressive marketing plan and add two months to the term of the contract.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: State Restricted Comprehensive Transportation Funds - \$342,173.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not doing this project is that ridership will not be developed during this demonstration period.

Cost Reduction: The regional service was bid out and the awarded to lowest bidder.

New Project Identification: Not a new construction project.

Zip Code: 49707.

32. MULTI-MODAL - Time Extension

Amendatory Contract ([98-0887/A5](#)) between MDOT and the Mass Transportation Authority (MTA) in Flint will extend the contract term by one year to allow time for MTA to complete the construction of a storage facility. MTA delayed this project until it had acquired the additional funding needed for the project. Now that the property has been purchased and the additional funding is in place, MTA needs additional time to complete the facility construction. The original contract provides State matching funds to MTA's FY 1998 Federal Section 5307 Urbanized Area Formula Capital Program. The revised contract term will be from January 27, 1999, through January 26, 2002, and from March 11, 2002, through March 10, 2005. The total contract amount remains unchanged at \$4,856,930. Source of Funds: Federal Transit Administration Funds - \$3,815,544; FY 1998 and FY 2002 State Restricted Comprehensive Transportation Funds - \$1,041,386.

Purpose/Business Case: To provide for a one-year time extension to allow for completion of the construction of a storage facility.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$3,815,544; FY 1998 and FY 2002 State Restricted Comprehensive Transportation Funds - \$1,041,386.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not doing this project is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: This is not a new project.

Zip Code: 48503.

33. MULTI-MODAL - Time Extension

Amendatory Contract ([99-0531/A3](#)) between MDOT and the Interurban Transit Partnership (ITP) in Grand Rapids will extend the contract term by one year to allow the agency sufficient time to complete facility construction. Completion of the contract work was delayed due to unforeseen Buy America issues with the project's structural steel and canopy materials. This forced ITP to rebid the work and delayed the project's completion date. The original contract provided State matching funds for ITP's FY 1997 and FY 2002 Federal Section 5309 Capital Discretionary Programs. The revised contract term will be June 17, 1997, through June 16, 2005. The total contract amount remains unchanged at \$8,668,931. Source of Funds: Federal Transit Administration Funds - \$6,935,145; FY 2002 State Restricted Comprehensive Transportation Funds - \$1,733,786.

Purpose/Business Case: To extend the contract term by one year due to unforeseen Buy America issues with the structural steel and canopy material forcing a rebid of the work.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$6,935,145; FY 2002 State Restricted Comprehensive Transportation Funds - \$1,733,786.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risks of not awarding this amendment are that Federal funds will be lost and the needed facility work will not be completed.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: This is not a new project.

Zip Code: 49503.

34. *MULTI-MODAL - Renew, Extend Term

Renewal and Amendatory Contract (99-0611/A2) between MDOT and the City of Dearborn will renew the contract and extend the contract term by nine months to provide the city sufficient time to complete the preliminary engineering, design, and environmental assessment work and to resolve real estate issues, which are within the existing work plan. The original contract provides for the site selection, preliminary engineering, design, and environmental assessment of a rail passenger/intermodal station facility within the city of Dearborn. The revised contract term will be from September 15, 1999, through December 31, 2003, and from the date of award of this renewal/amendment through nine months. No costs will be incurred between the expiration of the prime contract and the award of this renewal/amendment. The total contract amount remains unchanged at \$1,240,625. Source of Funds: Federal Transit Administration Funds - \$992,500; State Restricted Comprehensive Transportation Funds - \$248,125.

Purpose/Business Case: Provides for the site selection, preliminary engineering, design, and environmental assessment for a new rail passenger/intermodal facility in the city of Dearborn. This amendment extends the contract through September 30, 2004, to allow the city to complete these tasks and resolve real estate issues.

Benefit: The City of Dearborn will be closer to the construction of a new intermodal facility, which will serve as a gateway to Metro Detroit. This facility will accommodate both the rail and bus passenger.

Funding Source: Federal Transit Administration Funds- \$992,500; State Restricted Comprehensive Transportation Funds - \$248,125.

Commitment Level: Contract is based on cost estimates.

Risk Assessment: These tasks must be completed in order to move to the construction phase.

Cost Reduction: There are no additional costs to this project.

New Project Identification: This is not a new project.

Zip Code: 48126.

35. MULTI-MODAL - Time Extension

Amendatory Contract (2001-0727/A1) between MDOT and the City of Detroit (DDOT) will extend the contract term by eighteen months to allow DDOT sufficient time to complete facility repairs. The original contract provides State matching funds to DDOT's FY 2001 Federal Section 5307 Urbanized Area Formula Capital Program grant. This amendment will allow DDOT additional time to accumulate funding from various Federal Transit Administration grants to adequately fund the extensive repairs required on its facilities. The revised contract term will be February 2, 2001, through August 1, 2005. The total contract amount remains unchanged at \$28,741,770. Source of Funds: Federal Transit Administration Funds - \$22,993,416; FY 1992, FY 2001, and FY 2002 State Restricted Comprehensive Transportation Funds - \$5,748,354.

Purpose/Business Case: Provides for an eighteen-month time extension to accumulate adequate funds from various federal grants for required extensive facility repairs.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$22,993,416; FY 1992, FY 2001 and FY 2002 State Restricted Comprehensive Transportation Funds - \$5,748,354.

Commitment Level: Contract is based on cost estimates.

Risk Assessment: The risk of not doing this is the potential loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: This is not a new project.

Zip Code: 48207.

36.-81. MULTI-MODAL - Section 5311 Operating Assistance

The following Project Authorizations issued against Master Agreements between MDOT and the following agencies will provide Federal Section 5311 Nonurbanized Area Formula Operating Program funds for nonurban public transportation services for FY 2004. This funding reflects the amount of funds authorized under the Federal Continuing Resolution. If additional funds are available once a transportation bill is passed, a grant amendment and revised authorizations will be processed. Payment to the local agencies will not exceed 10.95 percent of their final eligible expenses. The funding is 100 percent Federal Transit Administration (FTA) funds; State funds are not required. The authorizations will be in effect from October 1, 2003, through September 30, 2004. The authorizations are retroactive due to the terms matching the Federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy.⁺ The term of the Master Agreement for the St. Joseph County Transportation Authority is from October 1, 2002, until the last obligation between the parties has been fulfilled. This Master Agreement includes authorizations for program years FY 2003 through FY 2006. The terms of the remaining Master Agreements are from October 1, 2001, until the last obligations between the parties have been fulfilled. These Master Agreements include authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$3,227,412.

	<u>Agreement Number</u>	<u>Agency</u>	<u>Total</u>
36.	2002-0004\Z8	Alma, City of	\$ 29,926
37.	2002-0005\Z6	Alpena, City of	\$ 26,295
38.	2002-0006\Z14	ALTRAN Transit Auth. (Alger Co.)	\$ 39,710
39.	2002-0008\Z7	Antrim County Bd. of Comm.	\$ 33,566
40.	2002-0011\Z5	Barry County Bd. of Comm.	\$ 33,243
41.	2002-0012\Z14	Bay Area Transp. Auth. (Grand Traverse Co.)	\$263,199
42.	2002-0014\Z18	Bay Metropolitan Transp. Auth. (Bay Co.)	\$138,498
43.	2002-0014\Z19	Bay Metropolitan Transp. Auth. (Arenac Co.)	\$ 28,061
44.	2002-0018\Z9	Berrien County Bd. of Comm.	\$ 63,878
45.	2002-0020\Z7	Blue Water Area Transp. Comm. (St. Clair Co.)	\$121,880
46.	2002-0021\Z13	Branch Area Transit Auth. (Branch Co.)	\$ 49,953
47.	2002-0023\Z7	Cadillac/Wexford Transit Authority	\$ 63,175
48.	2002-0024\Z16	Capital Area Transp. Auth. (Ingham Co.)	\$ 55,511
49.	2002-0025\Z6	Caro Transit Authority (Tuscola Co.)	\$ 32,559
50.	2002-0026\Z5	Cass County Transp. Auth.	\$ 32,410
51.	2002-0027\Z7	Charlevoix County Bd. of Comm.	\$ 58,291
52.	2002-0028\Z9	Cheboygan County Bd. Of Comm.	\$ 35,450
53.	2002-0029\Z8	Clare County Bd. of Comm.	\$ 59,402
54.	2002-0030\Z9	Crawford County Transp. Auth.	\$ 68,825
55.	2002-0031\Z9	Delta Area Transit Auth. (Delta Co.)	\$ 40,997
56.	2002-0035\Z12	Eastern Upper Peninsula Transp. Auth. (Chippewa Co.)	\$ 28,302
57.	2002-0036\Z9	Eaton County Transp. Auth.	\$125,134
58.	2002-0066\Z18	Mass Transp. Auth. (Flint)	\$ 41,623
59.	2002-0038\Z9	Gladwin County Bd. of Comm.	\$ 86,939
60.	2002-0041\Z13	Greater Lapeer Transp. Auth. (Lapeer Co.)	\$ 90,666

* Denotes a non-standard contract/amendment

61.	2002-0047\Z6	Huron County Bd. of Comm.	\$ 80,634
62.	2002-0048\Z6	Interurban Transit Auth. (Allegan Co.)	\$ 28,595
63.	2002-0053\Z9	Isabella County Transp. Comm.	\$182,151
64.	2002-0054\Z10	Jackson Transp. Auth., City of	\$ 66,244
65.	2002-0055\Z8	Kalamazoo, City of	\$ 87,639
66.	2002-0057\Z8	Kalkaska Public Transit Auth. (Kalkaska Co.)	\$ 42,819
67.	2002-0061\Z10	Ludington Mass Transp. Auth. (Mason Co.)	\$ 55,744
68.	2002-0063\Z4	Manistee County Bd. of Comm.	\$ 82,563
69.	2002-0064\Z13	Marquette County Transit Auth.	\$144,314
70.	2002-0068\Z4	Midland, City of	\$ 76,392
71.	2002-0069\Z9	Midland County Bd. of Comm.	\$ 85,197
72.	2002-0077\Z5	Ontonagon County Bd. of Comm.	\$ 26,818
73.	2002-0079\Z9	Otsego County Bd. of Comm.	\$ 86,412
74.	2002-0081\Z5	Roscommon County Bd. of Comm.	\$ 87,588
75.	2002-0082\Z11	Saginaw Transit Authority Regional Services (Saginaw Co.)	\$ 45,998
76.	2002-0083\Z6	Sanilac County Bd. of Comm.	\$ 44,857
77.	2002-0086\Z12	Shiawassee Area Transp. Agency (Shiawassee Co.)	\$ 41,386
78.	2002-0088\Z16	Suburban Mobility Auth. for Regional Transp. (Southeast Michigan)	\$159,488
79.	+2002-0693\Z6	St. Joseph County Transp. Auth.	\$ 55,449
80.	2002-0092\Z8	Van Buren County Bd. of Comm.	\$ 39,964
81.	2002-0093\Z10	Yates Township (Lake Co.)	\$ 59,667

Purpose/Business Case: Provides Federal Section 5311 Operating Assistance funds for nonurban public transportation services for FY 2004. Funding reflects the amount of funds authorized under the Federal Continuing Resolution. If additional funds are available once a transportation bill is passed, a grant amendment and revised project authorizations will be prepared.

Benefit: These Federal funds help support the level of public transportation provided in these nonurban areas.

Funding Source: Federal Transit Administration Funds - \$3,227,412.

Commitment Level: Authorizations are based on cost estimates.

Risk Assessment: The risk of not awarding these projects is that Federal funds will be lost and the needed transit service may not be provided.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: These are not new transit services.

Zip Code: 48909.

82. *MULTI-MODAL - Marine Capital

Contract (2004-0054) between MDOT and the Eastern Upper Peninsula Transportation Authority (EUPTA) in Sault Ste. Marie will provide 90% State marine capital funds for improvements to the St. Mary's River Ferry System, which consists of marine passenger service between Sault Ste. Marie-Sugar Island, Barbeau-Neebish Island, and DeTour-Drummond Island. Project items include rebuilding/replacing transmissions on the Sugar Islander II and Neebish Islander II ferries, refurbishing/repairing hulls on all ferries, replacing generators on the Sugar Islander II, refurbishing/repairing docks at DeTour/Drummond Island and Sault Ste. Marie/Sugar Island, stability retrofitting for the Sugar Islander II, a service vehicle, and contingency of five percent (including emergency repairs). The contract will be in effect from the date of award through three years. The total contract amount will be \$306,600. Source of Funds: FY 2004 State Restricted Comprehensive Transportation Funds - \$275,940; EUPTA Funds - \$30,660.

* Denotes a non-standard contract/amendment

Purpose/Business Case: Provides for capital improvements to the St. Mary's River Ferry System.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Source of Funds: FY 2004 State Restricted Comprehensive Transportation Funds - \$275,940; EUPTA Funds - \$30,660.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not doing this is loss of ferry service and damage to vessels.

Cost Reduction: Grant amount is determined by MDOT based on cost estimates and is not negotiated.

New Project Identification: Not a new construction project.

Zip Code: 49783.

83. *MULTI-MODAL - Marine Capital

Contract (2004-0056) between MDOT and the Beaver Island Transportation Authority (BITA) will provide 90% State marine capital funds for support equipment and capital improvements to the Beaver Island ferry system. Project items include dock support equipment, vessel support equipment and system upgrades, terminal support equipment, and five percent contingency (including emergency repairs). The contract will be in effect from the date of award through three years. The total contract amount will be \$263,550. Source of Funds: FY 2004 State Restricted Comprehensive Transportation Funds - \$237,195; BITA Funds - \$26,355.

Purpose/Business Case: Provides for support equipment and capital improvements to the Beaver Island Ferry System.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: FY 2004 State Restricted Comprehensive Transportation Funds - \$237,195; BITA Funds - \$26,355.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not doing this is loss of ferry service, loss of ridership and non-compliance with Federal standards.

Cost Reduction: Grant amount is determined by MDOT based on cost estimates and is not negotiated.

New Project Identification: Not a new construction project.

Zip Code: 49782.

84. *MULTI-MODAL - Rail Passenger

Retroactive Contract (2004-0073) between MDOT and the National Railroad Passenger Corporation (Amtrak) will provide financial support for the daily operation of intercity rail passenger service between Port Huron, Lapeer, Flint, Durand, Lansing/East Lansing, Battle Creek, Kalamazoo, Dowagiac, Niles, and Chicago and between Grand Rapids, Holland, Bangor, St. Joseph/Benton Harbor, New Buffalo, and Chicago. This contract will allow for the continuation of these existing services from October 1, 2003 through September 30, 2004. The total contract amount will be \$7,100,000. Source of Funds: FY 2004 State Restricted Comprehensive Transportation Funds -\$7,100,000.

Purpose/Business Case: Provides funds to Amtrak for the daily operation of intercity rail passenger service between Port Huron, Lapeer, Flint, Durand, Lansing/East Lansing, Battle Creek, Kalamazoo, Dowagiac, Niles and Chicago, and between Grand Rapids, Holland, Bangor, St. Joseph/Benton Harbor, New Buffalo and Chicago.

Benefit: This service provides the people of Michigan a balanced transportation system.

Funding Source: FY 2004 State Restricted Comprehensive Funds - \$7,100,000.

Commitment Level: Contract based on cost estimates.

Risk Assessment: Not providing these funds will result in the discontinuation of rail passenger service to Michigan's traveling public outside of the Detroit-Chicago Corridor.

Cost Reduction: Amtrak is currently looking into a new cost allocation system which may reduce costs to the states. This reduction will only come with a commitment of federal dollars to Amtrak. MDOT and Amtrak are also exploring the expenses associated with the various food service options on the train.

New Project Identification: This is not a new project. This subsidy covers the same service as in previous years, with the exception that the Port Huron to Chicago service will now terminate and overnight in Port Huron instead of Toronto.

Zip Code: 48909.

85. *MULTI-MODAL - Rail Passenger

Contract (2004-0076) between MDOT and the City of Birmingham, Oakland County, will provide State funds for the construction of a new train platform access ramp and shelter at the site of the current City of Birmingham rail passenger platform. The current ramp and shelter are located on private property that is being developed, and this contract will allow the ramp and shelter to be constructed on city property and have proximity to city parking. The contract will be in effect from the date of award through September 30, 2004. The total contract amount will be \$90,000. Source of Funds: FY 2004 State Restricted Comprehensive Transportation Funds - \$45,000; City of Birmingham Funds - \$45,000.

Purpose/Business Case: Provides for the relocation of the current rail passenger platform ramp and shelter. The current ramp and shelter is located on private property which is being developed. This contract will allow the new ramp and shelter to be on city property and be accessible to city parking.

Benefit: Rail passenger travelers will be able to access the train platform and have city parking available.

Funding Source: FY 2004 State Restricted Comprehensive Transportation Funds-\$45,000; City of Birmingham funds - \$45,000.

Commitment Level: Contract is based on cost estimates.

Risk Assessment: If this work is not completed, the platform will not be accessible and the shelter will be removed. This will prevent the City of Birmingham from having a station stop.

Cost Reduction: The City of Birmingham is committed to producing plans for this construction that are sensitive to the economic constraints. If the current shelter can be moved, it will be relocated, which would result in approximately \$14,000 in savings to the project.

New Project Identification: This project provides a new ramp and shelter to an existing platform.

Zip Code: 48012.

86. MULTI-MODAL (Aeronautics) - Design of Airport Improvements

Contract (2004-0084) between MDOT and the City of Bay City will provide Federal and State grant funds for the design of an apron rehabilitation and runway safety area improvements at the James Clements Airport in Bay City, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years. Source of Funds: FAA Funds (via Block Grant) - \$24,300; State Restricted Aeronautics Funds - \$1,350; City of Bay City Funds - \$1,350; Contract Total - \$27,000.

Purpose/Business Case: The purpose of this project is to complete design plans and specifications for the rehabilitation of the apron and for improvements to the runway safety area for runway 18/36. The apron was last rehabilitated in 1990, and is in need of more repairs at this time. The apron is showing a significant amount of cracking and the existing tie-downs have heaved due to frost. The heaving of the pavement in turn is causing problems with snow plowing operations. The existing runway safety area along the west side of runway 18/36 is not in compliance with current FAA design standards. This is due to a drainage pipe that runs under the pavement but does not extend outside the runway safety area. In this project, the design plans will correct that problem by extending the pipe, and filling and grading certain areas in order to comply with FAA standards.

Benefit: Airport users as well as airport maintenance personnel will benefit from the rehabilitated pavement. The new apron will be easier to plow in the winter months, planes will be less susceptible to damage due to poor pavement conditions, and the overall ride will be smoother. The runway safety area improvements will enhance the safety of the airport which also benefits the users of the airport as well as the surrounding community.

Funding Source: FAA Funds (via Block Grant) - \$24,300; State Restricted Aeronautics Funds - \$1,350; City of Bay City Funds - \$1,350; Contract Total - \$27,000.

* Denotes a non-standard contract/amendment

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without Federal and State participation.

Cost Reduction: The consultant contract will be reviewed by MDOT personnel for appropriateness and further cost reductions.

New Project Identification: The design work is for an existing facility.

Zip Code: 48708.

87. MULTI-MODAL (Aeronautics) - Preliminary Engineering

Contract (2004-0098) between MDOT and the Village of Lake Isabella will provide State grant funds for preliminary engineering for land easement and tree clearing at the Lake Isabella Airpark in Lake Isabella, Michigan. The contract will be in effect from the date of award through twenty years. Source of Funds: State Restricted Aeronautics Funds - \$10,800; Village of Lake Isabella Funds - \$1,200; Contract Total - \$12,000.

Purpose/Business Case: This preliminary engineering phase will serve as a starting point for an eventual tree clearing project. This phase of the project will provide survey data to be used in obtaining any necessary easements, and to determine exactly what areas need to be cleared of trees in order to meet state standards.

Benefit: Lake Isabella Airpark has a runway that is 2,582 feet in length, but only 1,865 feet is usable for landing at this point in time due to trees in the approach path. Once the trees are cleared from the end of runway 29, pilots will have a longer stretch of pavement to land on, and the airport will be safer for the community as well as for users of the airport.

Funding Source: State Restricted Aeronautics Funds - \$10,800; Village of Lake Isabella Funds - \$1,200; Contract Total - \$12,000.

Commitment Level: This cost is based on an estimate from the statewide survey crew. Additional funds could not be used without the approval of the State Administrative Board.

Risk Assessment: If the contract is not awarded, the project will not proceed as planned at this time, as the local government will not be able to afford the cost without State participation.

Cost Reduction: It has been determined that costs could be reduced by utilizing the state survey crew for this project rather than hiring an outside consultant.

New Project Identification: This is a new project.

Zip Code: 48893.

88. TRANSPORTATION PLANNING - Metropolitan Planning Organization Work Program

Project Authorization (Z15) issued under Master Agreement (2003-0004) between MDOT and the Grand Valley Metropolitan Council (GVMC) will provide for facilitation and assistance in the undertaking of transportation planning efforts and activities at the local and regional levels. The authorization will be in effect from the date of award through September 30, 2004. The authorization amount will be \$170,609. The term of the Master Agreement is October 1, 2002, through September 30, 2005. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% GVMC Funds.

Purpose/Business Case: In compliance with Title 23 Section 134 and 135; 23 CFR 450.100 - 450.336; 49 USC Chapter 53 Sections 5303 and 5313, a Metropolitan Planning Organization is designated for each urbanized area with a population of more than 50,000 by agreement between the Governor and the units of general purpose local governments to carry out transportation planning activities.

Benefit: To provide funding and facilitate in the undertaking of transportation planning efforts and activities at the local and regional levels.

Funding Source: Dedicated federal funds that must be passed through by federal regulations cited above to Metropolitan Planning Organizations. 81.85% Federal Highway Administration Funds and 18.15% GVMC Funds.

Commitment Level: The cost of this project is based on the federally approved Unified Work Program (UWP) for Metropolitan Planning Organizations (MPOs) statewide. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The cost of projects is based on the budgeted amount in the current UWP for each MPO, and the work is expected to be completed in the fiscal year it is approved for.

Risk Assessment: Failure to comply with federal law and regulations as cited above could result in the decertification of the Metropolitan Planning Organizations and the inability to spend millions of dollars for transportation planning activities throughout the State.

Cost Reduction: Cost of planning activities is negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the Federal level. The cost of this planning activity/equipment is commensurate with the overall budget for the local planning agency for the fiscal year.

New Project Identification: These are on-going projects for transportation planning administrative grants. The amounts are determined annually by formula under the Federal Highway Administration Planning 112 program and the Federal Transit Administration 5303 and 5313 transit planning and coordination program.

Zip Code: 49503.

89. TRANSPORTATION PLANNING - Regional Planning Transportation Work Program

Project Authorization (Z6) issued under Master Agreement (2003-0018) between MDOT and the Northwest Michigan Council of Governments will provide for facilitation and assistance in the undertaking of transportation planning efforts and activities at the local and regional levels. This authorization will be in effect from the date of award through September 30, 2004. The authorization amount will be \$37,000. The term of the Master Agreement is October 1, 2002, through September 30, 2005. Source of funds: 100% State Restricted Michigan Transportation Funds.

Purpose/Business Case: The fourteen (14) Regional Planning Agencies are authorized under Public Act 281 of 1945, and funding is appropriated through Public Act 51 of 1951.

Benefit: The regional planning agencies provide invaluable assistance to MDOT in a variety of local, regional, and statewide planning projects such as data collection, project facilitation and administration, and organization of MDOT public meetings.

Funding Source: 100% State Restricted Michigan Transportation Funds.

Commitment Level: Regional planning agency costs are fixed and limited by line item appropriation.

Risk Assessment: The regional planning agencies provide an invaluable extension of MDOT resources. The risk of not performing these activities would be an increased workload for MDOT personnel.

Cost Reduction: The cost of funding the regional planning agency program is fixed by our state legislature. Cost reductions can only occur through legislation.

New Project Identification: This project is continuing.

Zip Code: 49685.

90. TRANSPORTATION PLANNING - Scenic Byways

Project Authorization (Z7) issued under Master Agreement (2003-0018) between MDOT and the Northwest Michigan Council of Governments (NWMCG) will provide for facilitation and assistance in the undertaking of transportation planning efforts and activities at the local and regional levels. This project will provide professional management of the M-119 Tunnel of Trees Heritage Route. This authorization will be in effect from the date of award through September 30, 2004. The authorization amount will be \$41,250. The term of the Master Agreement is from October 1, 2002, through September 30, 2005. Source of funds: Federal Highway Administration Funds - \$33,000; NWMCG Funds - \$8,250

Purpose/Business Case: The fourteen (14) Regional Planning Agencies are authorized under Public Act 281 of 1945, and funding is appropriated through Public Act 51 of 1951.

Benefit: The regional planning agencies provide invaluable assistance to MDOT in a variety of local, regional and statewide planning projects such as data collection, project facilitation and administration, and organization of MDOT public meetings.

Funding Source: Federal Highway Administration Funds - \$33,000; NWMCG - \$8,250.

Commitment Level: Regional planning agency costs are fixed and limited by line item appropriation.

Risk Assessment: The regional planning agencies provide an invaluable extension of MDOT resources. The risk of not performing these activities would be an increased workload for MDOT personnel.

Cost Reduction: The cost of funding the regional planning agency program is fixed by our state legislature. Cost reductions can only occur through legislation.

New Project Identification: This project is continuing.

Zip Code: 49685.

91. TRANSPORTATION PLANNING - Comprehensive Transportation and Land Use Study

Project Authorization (Z7) issued under Master Agreement (2003-0024) between MDOT and the West Michigan Shoreline Regional Development will provide for facilitation and assistance in the undertaking of transportation planning efforts and activities at the local and regional levels. This project will provide a comprehensive study of technical issues detailing specific congestion issues at or near the Russell Road/US-31 interchange area as well as recommendations to alleviate some of these issues. This authorization will be in effect from the date of award through September 30, 2004. The authorization amount will be \$73,069. The term of the Master Agreement is October 1, 2002, through September 30, 2005. Source of Funds: 80% Federal Highway Administration Funds and 20% North-Central Muskegon County Funds.

Purpose/Business Case: The fourteen (14) Regional Planning Agencies are authorized under Public Act 281 of 1945, and funding is appropriated through Public Act 51 of 1951.

Benefit: The regional planning agencies provide invaluable assistance to MDOT in a variety of local, regional, and statewide planning projects such as data collection, project facilitation and administration, and organization of MDOT public meetings.

Funding Source: 80% Federal Highway Administration Funds and 20% North-Central Muskegon County Funds.

Commitment Level: Regional planning agency costs are fixed, and limited by line item appropriation.

Risk Assessment: The regional planning agencies provide an invaluable extension of MDOT resources. The risk of not performing these activities would be an increased workload for MDOT personnel.

Cost Reduction: The cost of funding the regional planning agency program is fixed by our state legislature. Cost reductions can only occur through legislation.

New Project Identification: This project is continuing and on going.

Zip Code: 49443.

92. *TRANSPORTATION PLANNING - Jurisdictional Transfer

Memorandum of Understanding (2004-0085) between MDOT and the City of Detroit will transfer jurisdiction of five sections (.82 miles total distance) of the Old I-96 Business Spur and M-1/Woodward Avenue. Jurisdiction will transfer from MDOT to the City upon the date of award. This is a zero dollar MOU.

Purpose/Business Case: The purpose is to transfer jurisdiction from MDOT to the City of Detroit. Jurisdictional Transfer of "old" "unsigned" state trunkline under the authority of P.A. 296 of 1969.

Benefit: The benefit of P.A. 51 of 1951 and other acts provide for MDOT to build new state trunklines or to realign existing ones; when this occurs, the "old" state trunkline no longer serves a state trunkline purpose. Jurisdictional transfer of "old" state trunklines to a city: (1) places the roadway at the correct level of responsibility in terms of how the roadway functions for the local community; and (2) frees up future MDOT maintenance and improvement resources for "signed" state trunklines which serve a statewide purpose.

Funding Source: There are no funds associated with this MOU.

* Denotes a non-standard contract/amendment

Commitment Level: This is a zero dollar MOU.

Risk Assessment: If the jurisdictional transfer does not occur, MDOT will retain a low-functioning/low-priority roadway on our inventory of state roads. Over time, the costs of retaining "old" "unsigned" will far outweigh any contract cost of performing the jurisdictional transfer in the future (the current transfer is "as-is" - without cost - but if the transfer does not occur soon, the city may request renegotiation of terms and costs may accrue.)

Cost Reduction: Once the contract is effective, MDOT will no longer have maintenance responsibility for the roadway.

New Project Identification: The contract is for the "as-is" transfer of an existing roadway - no new construction or project is included in the contract.

Zip Code: 48226.

93. *TRANSPORTATION PLANNING - Jurisdictional Transfer

Memorandum of Understanding (2004-0088) between MDOT and St. Clair County Road Commission will transfer jurisdiction of Old M-21 east of M-19 (a total distance of 9.34 miles). Jurisdiction will transfer from MDOT to the County upon the date of award. This is a zero dollar MOU.

Purpose/Business Case: The purpose is to transfer jurisdiction from MDOT to the St. Clair County Road Commission. Jurisdictional Transfer of "old" "unsigned" state trunkline under the authority of P.A. 296 of 1969.

Benefit: The benefit of P.A. 51 of 1951 and other acts provide for MDOT to build new state trunklines or to realign existing ones; when this occurs, the "old" state trunkline no longer serves a state trunkline purpose. Jurisdictional transfer of "old" state trunklines to a city: (1) places the roadway at the correct level of responsibility in terms of how the roadway functions for the local community; and (2) frees up future MDOT maintenance and improvement resources for "signed" state trunklines which serve a statewide purpose.

Funding Source: There are no funds associated with this MOU.

Commitment Level: This is a zero dollar MOU.

Risk Assessment: If the jurisdictional transfer does not occur, MDOT will retain a low-functioning/low-priority roadway on our inventory of state roads. Over time, the costs of retaining "old" "unsigned" will far outweigh any contract cost of performing the jurisdictional transfer in the future (the current transfer is "as-is" - without cost - but if the transfer does not occur soon, the city may request renegotiation of terms and costs may accrue.)

Cost Reduction: Once the contract is effective, MDOT will no longer have maintenance responsibility for the roadway.

New Project Identification: The contract is for the "as-is" transfer of an existing roadway - no new construction or project is included in the contract.

Zip Code: 48079.

BID LETTING

STATE PROJECTS

94. LETTING OF JANUARY 09, 2004 (PP 11/7/03) ENG. EST. LOW BID
PROPOSAL 0401201 (0311-001) \$ 13,588,605.57 \$ 11,083,862.46
PROJECT AIM 13073-50776
LOCAL AGRMT. % OVER/UNDER EST.
START DATE - APRIL 19, 2004
COMPLETION DATE - MAY 27, 2005 -18.43 %

5.28 mi of total concrete pavement reconstruction, ramp
terminal improvements, guardrail upgrading, drainage
improvements and row fence replacement, on I-69 northbound
and southbound, in Marshall and Fredonia Townships, Calhoun
County.

12.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Kamminga & Roodvoets, Inc.			
Rieth-Riley Construction Co., Inc.			
Fisher Contracting Company			
Ajax Paving Industries, Inc.	\$ 12,095,841.14	\$ Same	4
John Carlo, Inc.	\$ 12,468,844.20	\$ Same	5
Bailey Excavating, Inc.			
Dan's Excavating, Inc.			
Kalin Construction Co., Inc.			
Nashville Construction Company			
Davis Construction, Inc.			
Interstate Highway Construction	\$ 11,083,862.46	\$ Same	1 **
Walsh Construction Company Of Ill	\$ 12,919,000.00	\$ Same	6
Six-S, Inc.	\$ 11,956,798.02	\$ Same	3
Aggregate Industries-Central Region			
E & B Paving, Inc.	\$ 11,519,253.75	\$ Same	2
Todd T. Kneisel Construction Co.			

6 Bidders

Purpose/Business Case: MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

50776A

Federal Highway Administration Funds	88.97 %
State Restricted Trunkline Funds	11.03 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.
Zip Code: 49068

95.	LETTING OF JANUARY 09, 2004	ENG. EST.	LOW BID
	PROPOSAL 0401001	\$ 9,141,670.41	\$ 8,726,549.71
	PROJECT BHI 25132-51608, ETC		
	LOCAL AGRMT. 03-5541		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 30, 2004		-4.54 %

Rehabilitation of 21 bridges including overlays, beam end repair, pin and hanger replacement, thrie beam retrofit, painting, substructure, pier and abutment repair, railing and joint repairs on I-75, I-69, and I-475 in the city of Flint, Flint Township, Genesee County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.	\$ 8,726,549.71	Same	1 **
E. C. Korneffel Co.			
J. Slagter & Son Construction Co.			
Midwest Bridge Company	\$ 10,458,133.10	Same	3
Angelo Iafrate Construction Company			
Posen Construction, Inc.	\$ 11,168,012.63	Same	4
Walter Toebe Construction Co.			
Anlaan Corporation			
Walter Toebe Cnst./J. Slagter & Sons	\$ 9,388,495.94	Same	2

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

51608A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

56012A

Federal Highway Administration Funds	80.00 %
City of Flint	0.54 %
State Restricted Trunkline Funds	19.46 %

56013A

Federal Highway Administration Funds	90.00 %
City of Flint	0.19 %
State Restricted Trunkline Funds	9.81 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Zip Code: 48507

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
L. W. Lamb, Inc.	\$ 6,208,007.17	Same	4
Rieth-Riley Construction Co., Inc.			
J. Slagter & Son Construction Co.			
Milbocker and Sons, Inc.	\$ 6,365,821.24	Same	6
Midwest Bridge Company	\$ 6,711,212.97	Same	7
Hardman Construction, Inc.	\$ 5,856,641.89	Same	1 **
Walter Toebe Construction Co.	\$ 6,122,679.14	Same	3
Davis Construction, Inc.			
Anlaan Corporation	\$ 5,893,770.91	Same	2
Prince Bridge & Marine, LTD	\$ 6,298,002.68	Same	5
Northern Indiana Construction Co.			

7 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

50782A

Federal Highway Administration Funds	81.85 %
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Federal Highway Administration Grants	31.00 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Zip Code: 49106

- 1.6 miles of road reconstruction, hot mix asphalt, cold milling and resurfacing, curb and gutter installation, watermain and guardrail replacement, intersection improvements and tree replacements on M-29 from Broadway Street to Francis Street in the city of Marine City, in East China Township, St. Clair County.

7 Bidders

Purpose/Business Case: MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

50530A

74327A

State Restricted Trunkline Funds	100	%
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Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract=s final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Zip Code: 48236

98. LETTING OF JANUARY 09, 2004
 PROPOSAL 0401004
 PROJECT BRT 76012-51768-2
 LOCAL AGRMT. 03-5589
 START DATE - JUNE 11, 2004
 COMPLETION DATE - OCTOBER 31, 2004

ENG. EST. \$ 2,098,576.41
 LOW BID \$ 1,697,130.57
 % OVER/UNDER EST. -19.13 %

Bridge replacement, approach work and maintaining traffic on M-52 over the Shiawassee River (B01) in the city of Owosso, Rush and New Haven Townships, Shiawassee County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
L. W. Lamb, Inc.			
J. Slagter & Son Construction Co.			
S. L. & H. Contractors, Inc.			
Milbocker and Sons, Inc.			
Midwest Bridge Company	\$ 2,129,676.15	Same	7
Hardman Construction, Inc.	\$ 1,742,365.58	Same	2
Gerace Construction Company. Inc.	\$ 1,956,945.30	Same	4
Posen Construction, Inc.			
Walter Toebe Construction Co.	\$ 1,858,968.96	Same	3
E.T. MacKenzie Company			
Davis Construction, Inc.	\$ 1,988,248.21	Same	5
Cordes Excavating, Inc.			
Anlaan Corporation	\$ 1,697,130.57	Same	1 **
Prince Bridge & Marine, LTD	\$ 2,033,429.99	Same	6
J.E. Kloote Contracting, Inc.			

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

51768A	
Federal Highway Administration Funds	78.82 %
City of Owosso	1.47 %
State Restricted Trunkline Funds	19.71 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Zip Code: 48867

8.59 mi of cold in-place recycling, hot mix asphalt resurfacing, guardrail upgrading, miscellaneous safety and drainage improvements on M-115 from Crocker Creek northwesterly to 45 Road in Clam Lake, Highland and Sherman Townships in Wexford and Osceola Counties.

2 Bidders

State Restricted Trunkline Funds	100	%
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Zip Code: 49665

106. LETTING OF JANUARY 09, 2004
 PROPOSAL 0401029
 PROJECT BI04 73021-50634
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 25, 2004

ENG. EST.
 \$ 877,975.81

LOW BID
 \$ 794,633.59

% OVER/UNDER EST.
 -9.49 %

2.33 mi of hot mix asphalt cold milling and resurfacing,
 joint repairs, guardrail and drainage improvements on M-57
 from M-52 east to the Tuscola and Saginaw Bay (TSB) railroad
 crossing in the village of Chesaning, townships of Chesaning
 and Brady, Saginaw County.

BIDDER	AS-READ	AS-CHECKED	
Saginaw Asphalt Paving Company	\$ 812,278.90	Same	2
Michigan Paving and Materials Co.	\$ 818,000.00	Same	3
Lois Kay Contracting Co.	\$ 794,633.59	Same	1 **
Pyramid Paving & Contracting			

3 Bidders

Purpose/Business Case: MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

50634A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Zip Code: 48616

2.47 mi of hot mix asphalt cold milling, resurfacing, and crushing and shaping on M-221 from M-28 northerly to the westerly edge of the Waishkey River Bridge in Superior Township, Chippewa County.

3 Bidders

Zip Code: 49715

0.35 mi of intermittent sidewalk, brick paving, landscaping, crosswalks and tree plantings on I-75 BL from north off ramp (exit 254) to M-72 east intersection in the city of Graying, Graying Township, Crawford County.

3 Bidders

Benefit: Allows cities, villages, counties, MDNR, and MDOT to use a source of Federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

72745A

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Cost Reduction: Wide-ranging due to the various enhancement activities allowed in the program. Reduces the need to use traditional transportation funding sources for these activities.

Zip Code: 49738

113. LETTING OF JANUARY 09, 2004
 PROPOSAL 0401046
 PROJECT ST 41081-45159-2, ETC
 LOCAL AGRMT. 03-5532, 03-5533
 START DATE - APRIL 05, 2004
 COMPLETION DATE - OCTOBER 09, 2004

ENG. EST. \$ 4,927,707.95
 LOW BID \$ 5,670,401.94
 % OVER/UNDER EST. 15.07 %

3.107 mi of hot mix asphalt cold milling and resurfacing,
 construction of center left turn lanes, sidewalks, adjusting
 drainage structures, guardrail upgrades, retaining wall and
 storm sewer construction, curb and gutter, signal loops and
 signing on M-45 from east of Manzana Drive to east of I-196
 in the cities of Walker and Grand Rapids, Kent County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 5,885,965.72	Same	3
Rieth-Riley Construction Co., Inc.			
Milbocker and Sons, Inc.			
Dykema Excavators, Inc.	\$ 5,670,401.94	Same	1 **
Midwest Bridge Company			
Michigan Paving and Materials Co.			
Hardman Construction, Inc.			
Nashville Construction Company	\$ 5,789,822.59	Same	2
Walter Toebe Construction Co.			
Diversco Construction Company	\$ 7,376,346.05	Same	4
Davis Construction, Inc.			
Anlaan Corporation			
J.E. Kloote Contracting, Inc.			

4 Bidders

Purpose/Business Case: This project is a combination of Road Preservation and Congestion Mitigation Air Quality (CMAQ) programs. The Road Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition. The CMAQ program funds transportation projects that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone and carbon monoxide. TEA-21 also allows CMAQ funding to be expended in particulate matter (PM) non-attainment and maintenance areas.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition. There is also a reduction in transportation related emissions.

Funding Source:

45159A	
Federal Highway Administration Funds	62.61 %
City of Grand Rapids	13.12 %
State Restricted Trunkline Funds	12.79 %
City of Walker	11.48 %
48974A	
Federal Highway Administration Funds	75.40 %
City of Grand Rapids	24.60 %
72083A	
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

74041A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs, to the motoring public; and loss of federal funds due to non-compliance.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Zip Code: 49504

114. LETTING OF JANUARY 09, 2004 ENG. EST. LOW BID
PROPOSAL 0401048 \$ 768,130.37 \$ 897,677.51
PROJECT STE 46032-53043-2
LOCAL AGRMT. % OVER/UNDER EST.
START DATE - 10 days after award
COMPLETION DATE - JULY 31, 2004 16.87 %

Construction of pedestrian bridge and entryway landscaping
on M-156 over Silver Creek in the city of Morenci, Lenawee
County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
E. C. Korneffel Co.	\$ 897,677.51	Same	1 **
J. Slagter & Son Construction Co.			
Milbocker and Sons, Inc.			
Midwest Bridge Company			
Hardman Construction, Inc.			
Posen Construction, Inc.			
Walter Toebe Construction Co.	\$ 928,016.47	Same	4
Davis Construction, Inc.	\$ 912,160.45	Same	3
Anlaan Corporation	\$ 898,958.50	Same	2
Prince Bridge & Marine, LTD			
Mark 1 Restoration Co. of MI, Inc.			

4 Bidders

Purpose/Business Case: The Transportation Enhancement Program is included in TEA-21, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

Benefit: Allows cities, villages, counties, MDNR, and MDOT to use a source of Federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

Funding Source:

53043A

Federal Highway Administration Funds 81.85 %

State Restricted Trunkline Funds 18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Loss of Federal funds. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Wide-ranging due to the various enhancement activities allowed in the program. Reduces the need to use traditional transportation funding sources for these activities.

New Project Identification: New Construction.
Zip Code: 49256

115.	LETTING OF JANUARY 09, 2004	ENG. EST.	LOW BID
	PROPOSAL 0401050	\$ 382,093.30	\$ 354,122.12
	PROJECT M 27021-74175		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JUNE 02, 2004		
	COMPLETION DATE - JUNE 22, 2004		-7.32 %

3.31 mi of hot mix asphalt cold milling and resurfacing, hot mix asphalt approaches, and pavement marking on US-2 from station 9+19 easterly to station 118+60 in the cities of Ironwood and Bessemer, Watersmeet Township, Gogebic County.

A 2004 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
Bacco Construction Company	\$ 565,562.94	Same	4
Mathy Construction Company	\$ 354,122.12	Same	1 **
Angelo Luppino, Inc.	\$ 515,438.42	Same	3
Payne & Dolan, Inc.	\$ 465,699.24	Same	2

4 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

74175A

State Restricted Trunkline Funds	100	%
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Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Zip Code: 49938

116.	LETTING OF JANUARY 09, 2004 PROPOSAL 0401051 PROJECT ASTG 84916-75445 LOCAL AGRMT. START DATE - 10 days after award COMPLETION DATE - DECEMBER 01, 2004	ENG. EST. \$ 984,195.10	LOW BID \$ 830,149.39 % OVER/UNDER EST. -15.65 %
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Application of permanent pavement markings including longitudinal and special markings on various state trunkline routes in Clinton, Eaton, Ingham and Shiawassee Counties.

BIDDER	AS-READ	AS-CHECKED	
Clark Highway Services, Inc.	\$ 1,129,841.71	Same	4
P.K. Contracting, Inc.	\$ 830,149.39	Same	1 **
R. S. Contracting, Inc.	\$ 833,584.06	Same	2
Interstate Road Management Corp.	\$ 938,998.57	Same	3
NES - Worksafe			

4 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

75445A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

New Project Identification: Reconstruction.

Zip Code: 48823

Application of permanent pavement markings including longitudinal and special markings on various state trunkline routes in Lake, Manistee, Mason, Missaukee, Osceola and Wexford Counties.

4 Bidders

Zip Code: 49601

119.	LETTING OF JANUARY 09, 2004 PROPOSAL 0401055 PROJECT STG 84916-75436 LOCAL AGRMT. START DATE - 10 days after award COMPLETION DATE - DECEMBER 01, 2004	ENG. EST. \$ 852,469.70	LOW BID \$ 673,986.67 % OVER/UNDER EST. -20.94 %
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Application of permanent pavement markings including longitudinal and special markings on various state trunkline routes in Livingston, Monroe and Washtenaw Counties.

BIDDER	AS-READ	AS-CHECKED	
Clark Highway Services, Inc.	\$ 827,085.06	Same	4
P.K. Contracting, Inc.	\$ 677,904.94	Same	2
R. S. Contracting, Inc.	\$ 673,986.67	Same	1 **
Interstate Road Management Corp.	\$ 752,435.58	Same	3
NES - Worksafe			

4 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

75436A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

New Project Identification: Reconstruction.

Zip Code: 48116

120.	LETTING OF JANUARY 09, 2004 PROPOSAL 0401056 PROJECT STG 84912-75426 LOCAL AGRMT. START DATE - 10 days after award COMPLETION DATE - DECEMBER 01, 2004	ENG. EST. \$ 361,700.04	LOW BID \$ 304,710.82 % OVER/UNDER EST. -15.76 %
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Application of permanent pavement markings including longitudinal and special markings on various state trunkline routes in Alcona, Alpena, Iosco, Montmorency, Ogemaw, Oscoda, and Presque Isle Counties.

BIDDER	AS-READ	AS-CHECKED	
Clark Highway Services, Inc.	\$ 316,076.19	Same	2
P.K. Contracting, Inc.	\$ 304,710.82	Same	1 **
R. S. Contracting, Inc.	\$ 339,553.32	Same	4
Interstate Road Management Corp.	\$ 319,634.51	Same	3
NES - Worksafe			

4 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

75426A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

New Project Identification: Reconstruction.

Zip Code: 49707

121.	LETTING OF JANUARY 09, 2004	ENG. EST.	LOW BID
	PROPOSAL 0401057	\$ 558,017.90	\$ 517,337.00
	PROJECT BHN 41132-60517, ETC		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JULY 05, 2004		
	COMPLETION DATE - SEPTEMBER 24, 2004		-7.29 %

Emergency repairs including heat straightening, partial painting and bolted repairs of cracked welds and joint replacements, pin and hanger replacement, abutment repair and zone painting on M-57 (14 Mile Road) over US-131 in Algoma Township, Kent County.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.	\$ 548,460.90	Same	5
L. W. Lamb, Inc.	\$ 523,415.00	Same	3
J. Slagter & Son Construction Co.	\$ 611,701.47	Same	6
Milbocker and Sons, Inc.			
Midwest Bridge Company	\$ 517,337.00	Same	1 **
Abhe & Svoboda, Inc.	\$ 647,770.00	Same	7
Walter Toebe Construction Co.	\$ 525,300.80	Same	4
Davis Construction, Inc.			
Anlaan Corporation	\$ 521,479.73	Same	2

7 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

60517A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

76350A

State Restricted Trunkline Funds	100 %
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Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Zip Code: 49341

122.	LETTING OF JANUARY 09, 2004 PROPOSAL 0401058 PROJECT STP 84916-75442 LOCAL AGRMT. START DATE - 10 days after award COMPLETION DATE - DECEMBER 01, 2004	ENG. EST. \$ 505,691.63	LOW BID \$ 376,079.18 % OVER/UNDER EST. -25.63 %
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Application of permanent pavement markings including longitudinal and special markings on various state trunkline routes in Hillsdale, Jackson and Lenawee Counties.

BIDDER	AS-READ	AS-CHECKED	
Clark Highway Services, Inc.	\$ 439,897.75	Same	4
P.K. Contracting, Inc.	\$ 376,079.18	Same	1 **
R. S. Contracting, Inc.	\$ 376,294.26	Same	2
Interstate Road Management Corp.	\$ 407,092.77	Same	3
NES - Worksafe			

4 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

75442A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

New Project Identification: Reconstruction.

Zip Code: 49201

123.	LETTING OF JANUARY 09, 2004 PROPOSAL 0401059 PROJECT M 67011-74683 LOCAL AGRMT. START DATE - 10 days after award COMPLETION DATE - JUNE 17, 2004	ENG. EST. \$ 242,723.44	LOW BID \$ 269,291.65 % OVER/UNDER EST. 10.95 %
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2.1 mi of hot mix asphalt cold milling and resurfacing on US-10BR from Catherine Street to US-10 and on M-115 from Crocker Creek to 19 Mile Road in the city of Reed City, townships of Richmond and Highland, Osceola County.

A 2004 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 269,291.65	Same	1 **
Central Asphalt, Inc.			
H & D, Inc.			
Bernie Johnson Trucking, Inc.			

1 Bidder

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

74683A

State Restricted Trunkline Funds	100 %
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Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Zip Code: 49677

125.	LETTING OF JANUARY 09, 2004	ENG. EST.	LOW BID
	PROPOSAL 0401061	\$ 289,443.19	\$ 287,803.35
	PROJECT M 04031-74954		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - SEPTEMBER 07, 2004		
	COMPLETION DATE - MAY 26, 2005		-0.57 %

2.26 mi of hot mix asphalt cold milling and resurfacing on US-23 from Island Drive northeasterly to Richardson Street in the city of Alpena, Alpena Township, Alpena County.

A 2004 highway preventive maintenance project.

BIDDER		AS-READ	AS-CHECKED	
Bolen Asphalt Paving, Inc.	\$	287,803.35	Same	1 **
Rieth-Riley Construction Co., Inc.	\$	426,051.55	Same	2

2 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

74954A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Zip Code: 49707

131.	LETTING OF JANUARY 09, 2004	ENG. EST.	LOW BID
	PROPOSAL 0401067	\$ 324,521.00	\$ 352,740.00
	PROJECT M 07021-76054		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JULY 26, 2004		
	COMPLETION DATE - 12 working days		8.70 %

6.19 mi of compound seal surface treatment on M-28 from the
Houghton/Baraga County line easterly to Johnson
Road in Covington Township, Baraga County.

A 2004 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
Kenneth R. Hartman, Inc.			
Fahrner Asphalt Sealers, Inc.			
Terry Construction, Inc.	\$ 352,740.00	Same	1 **

1 Bidder

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

76054A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Zip Code: 49943

Application of permanent pavement markings including longitudinal and special markings on various state trunkline routes in Allegan, Barry, Berrien, Branch, Calhoun, Cass, Kalamazoo, St. Joseph and Van Buren Counties.

3 Bidders

Zip Code: 49001

134.	LETTING OF JANUARY 09, 2004	ENG. EST.	LOW BID
	PROPOSAL 0401070	\$ 186,288.32	\$ 203,675.00
	PROJECT NH 30062-77426		
	LOCAL AGRMT.	% OVER/UNDER EST.	
	START DATE - AUGUST 16, 2004		
	COMPLETION DATE - SEPTEMBER 10, 2004		9.33 %

1.003 mi of paver placed surface seal and overband crack pretreatment on US-12 from the west side of the east M-99 intersection to just east of the east village limits of Jonesville and on M-99 from the south side of the US-12 intersection to just south of Strait Street in the village of Jonesville, in Fayette Township, Hillsdale County.

A 2004 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
Michigan Paving and Materials Co.	\$ 203,675.00	Same	1 **

1 Bidder

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

77426A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Zip Code: 49250

136. LETTING OF JANUARY 21, 2004
 PROPOSAL 0401601
 PROJECT AST 33014-45594-2, ETC
 LOCAL AGRMT. 02-5565, 03-5518
 START DATE - APRIL 05, 2004
 COMPLETION DATE - NOVEMBER 06, 2005

ENG. EST.
 \$ 9,207,076.81

LOW BID
 \$ 8,870,749.60

% OVER/UNDER EST.
 -3.65 %

2.42 mi of hot mix asphalt reconstruction, combined sewer overflow separation, watermain, and streetscaping on the Capitol Loop (Allegan Street, Ottawa Street, Walnut Street and Pine Street) from Martin Luther King, Jr. Boulevard to Capitol Avenue and on Larch Street and Cedar Street from I-496 to Michigan Avenue and Capitol Avenue from Ottawa Street to Allegan Street, in the city of Lansing, Ingham County.

12.00 % DBE participation required

BIDDER	AS-READ	
Dunigan Brothers, Inc.	\$ 9,752,696.34	4
Kamminga & Roodvoets, Inc.	\$ 9,956,294.50	5
Rieth-Riley Construction Co., Inc.		
Angelo Iafrate Construction Company		
Dan's Excavating, Inc.	\$ 9,417,070.74	2
Sunset Excavating, Inc.		
C & D Hughes, Inc.	\$ 9,657,401.83	3
E.T. MacKenzie Company	\$ 8,870,749.60	1 **
Six-S, Inc.		

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

45594A	
Federal Highway Administration Funds	39.44 %
City of Lansing	50.46 %
State Restricted Trunkline Funds	10.10 %
53145A	
Federal Highway Administration Funds	80.00 %
City of Lansing	5.43 %
State Restricted Trunkline Funds	14.57 %
55951A	
Federal Highway Administration Funds	74.51 %
City of Lansing	25.49 %
55952A	
Federal Highway Administration Funds	74.61 %
City of Lansing	25.39 %

76734A

Federal Highway Administration Funds	63.80 %
City of Lansing	36.20 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Zip Code: 48933

LOCAL PROJECTS

137.	LETTING OF DECEMBER 05, 2003	ENG. EST.	LOW BID
	PROPOSAL 0312015	\$ 149,998.75	\$ 171,623.47
	PROJECT STUL 77457-56295		
	LOCAL AGRMT. 03-5542		% OVER/UNDER EST.
	START DATE - APRIL 15, 2004		
	COMPLETION DATE - JUNE 18, 2004		14.42 %

0.43 mi of cold milling, hot mix asphalt surfacing, joint and crack repair, concrete curb and gutter repair and pavement marking on Clinton Street from Henry Street to Sixth Street in the city of St. Clair, St. Clair County.

BIDDER	AS-READ	AS-CHECKED	
Ajax Paving Industries, Inc.	\$ 171,623.47	Same	1 **
John Carlo, Inc.	\$ 193,475.94	Same	5
Ace Asphalt & Paving	\$ 208,060.41	Same	7
Florence Cement Company			
Barrett Paving Materials, Inc.	\$ 172,624.99	Same	4
C & D Hughes, Inc.	\$ 171,935.93	Same	2
Peake Contracting, Inc.	\$ 197,764.00	Same	6
Pamar Enterprises, Inc.	\$ 172,051.31	Same	3
Pro-Line Asphalt Paving Corp.	\$ 188,759.04	cannot total	n/c

8 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

56295A

Federal Highway Administration Funds	81.85 %
City of St. Clair	18.15 %

Zip Code: 48079

SCATS traffic signal installation on 12 Mile Road from Pebble Creek Parkway to Haggerty Road in Oakland County.

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

53626A

Zip Code: 48025

Approach guardrail and bridge rail replacement, citywide on eight bridges, in the city of Holland, Allegan and Ottawa Counties.

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

73546A

Zip Code: 49423

1.6 mi of storm sewer construction, watermain, cold milling, hot mix asphalt paving, concrete pavement repair, concrete sidewalk and concrete drive approaches on East and West Southfield Service Drive from Warren Avenue to Tireman Avenue along with 3.0 mi of cold milling, hot mix asphalt paving, and concrete base repair on East Southfield Service Drive from Dearborn city limits to Rouge River and West Southfield Service Drive from Michigan Avenue to Outer Drive in the city of Detroit, Wayne County.

BIDDER	AS-READ	AS-CHECKED	
Peter A. Basile Sons, Inc.	\$ 2,338,347.96	Same	5
Ajax Paving Industries, Inc.	\$ 2,137,722.78	Same	3
Florence Cement Company			
Angelo Iafrate Construction Company			
Dan's Excavating, Inc.			
ABC Paving Company			
Pamar Enterprises, Inc.	\$ 2,300,900.41	Same	4
Six-S, Inc.	\$ 1,918,361.15	Same	1 **
Cadillac Asphalt, LLC.	\$ 2,111,304.76	Same	2
Anderzack - Pitzen Construction	\$ 2,864,478.00	Same	6

This project is a federal/local project with MDOT conducting administrative oversight only.

74442A		
City of Dearborn	58.30	%
Federal Highway Administration Funds	41.70	%
74481A		
City of Dearborn	18.15	%
Federal Highway Administration Funds	81.85	%
Zip Code: 48126		

141. LETTING OF JANUARY 09, 2004
 PROPOSAL 0401013
 PROJECT STUL 73404-53531
 LOCAL AGRMT. 03-5570; 03-5573
 START DATE - APRIL 12, 2004
 COMPLETION DATE - JUNE 18, 2004

ENG. EST.
 \$ 403,317.50

LOW BID
 \$ 442,421.79

% OVER/UNDER EST.
 9.70 %

1.356 km of bituminous base stabilization, guardrail upgrades, concrete curb and gutter, drainage improvements and bituminous resurfacing on Kochville Road from Bay Road to Davis Road in Saginaw County.

BIDDER	AS-READ	AS-CHECKED	
Saginaw Asphalt Paving Company			
Maclean Construction Company			
A. J. Rehmus & Son, Inc.			
Lee Wood Contracting, Inc.			
Fisher Contracting Company			
Lois Kay Contracting Co.			
Bourdow Trucking Company	\$ 479,918.43	Same	3
Wadel Stabilization, Inc.			
Champagne and Marx Excavating, Inc.	\$ 473,968.24	Same	2
Rohde Brothers Excavating, Inc.	\$ 479,970.51	Same	4
Pyramid Paving & Contracting	\$ 442,421.79	Same	1 **
Ron Bretz Excavating, Inc.	\$ 533,370.30	Same	5
CRS/Shaw Contracting Co.			
3-S Construction			
Todd T. Kneisel Construction Co.			

5 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

53531A
 Saginaw County 23.85 %
 Federal Highway Administration Funds 76.15 %

Zip Code: 48605

144. LETTING OF JANUARY 09, 2004
 PROPOSAL 0401016
 PROJECT BRO 32002-56533
 LOCAL AGRMT. 03-5540
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 01, 2004

ENG. EST. \$ 446,669.00
 LOW BID \$ 357,883.18
 % OVER/UNDER EST. -19.88 %

Bridge replacement, maintaining traffic and approach work on
 Huron City Road at the east branch of the Willow River,
 Huron County.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
E. C. Korneffel Co.			
J. Slagter & Son Construction Co.			
S. L. & H. Contractors, Inc.	\$ 359,363.71	Same	2
Midwest Bridge Company			
Fisher Contracting Company			
C.R. Hunt Construction Co.	\$ 394,766.03	Same	4
McDowell Construction , L.L.C.	\$ 377,118.71	\$ 377,118.91	3
Hardman Construction, Inc.			
Rohde Brothers Excavating, Inc.			
Gerace Construction Company. Inc.	\$ 449,996.07	Same	7
Walter Toebe Construction Co.	\$ 484,281.91	Same	8
Davis Construction, Inc.	\$ 429,715.07	Same	6
Cordes Excavating, Inc.			
Anlaan Corporation			
Prince Bridge & Marine, LTD			
Heystek Contracting Inc.	\$ 424,189.40	Same	5
3-S Construction			
J.E. Kloote Contracting, Inc.	\$ 357,883.18	Same	1 **
Todd T. Kneisel Construction Co.			

8 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the replacement of a bridge off the Federal aid system under local jurisdiction. This project was selected through the critical bridge selection process set under Public Act 51 of 1951.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

56533A

Huron County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of the contract is in violation of Federal regulation and MDOT specifications.

New Project Identification: Bridge replacement.
Zip Code: 48468

145.	LETTING OF JANUARY 09, 2004	ENG. EST.	LOW BID
	PROPOSAL 0401017	\$ 1,196,683.00	\$ 831,954.76
	PROJECT STUL 39405-56214		
	LOCAL AGRMT. 03-5566		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 06, 2004		-30.48 %

2.0 mi of cold milling hot mix asphalt pavement, hot mix asphalt paving, machine grading, shoulder construction, drainage improvements, concrete curb and gutter and pavement markings on South Sprinkle Road from East Centre Avenue to Milham Avenue in Kalamazoo County.

7.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Michigan Paving and Materials Co.	\$ 831,954.76	Same	1 **
Consumers Asphalt Company	\$ 945,679.94	Same	2
Aggregate Industries-Central Region			

2 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

56214A

Kalamazoo County

18.15 %

Federal Highway Administration Funds

81.85 %

Zip Code: 49001

0.55 mi of asphalt pavement reconstruction, including pavement removal, machine grading, cold milling, aggregate and asphalt base, hot mix asphalt paving, concrete curb and gutter, concrete sidewalks, storm sewer, guardrail, slope restoration and pavement markings on Main Street from Jay Road to M-15 in the city of Vassar, Tuscola County.

BIDDER	AS-READ	AS-CHECKED
Saginaw Asphalt Paving Company	\$ 588,421.95	Same 1 **
Maclean Construction Company		
A. J. Rehmus & Son, Inc.	\$ 664,160.90	Same 6
Lee Wood Contracting, Inc.	\$ 637,447.62	Same 3
Fisher Contracting Company	\$ 678,078.12	Same 7
Lois Kay Contracting Co.		
Bourdow Trucking Company		
Champagne and Marx Excavating, Inc.	\$ 714,203.39	Same 9
Rohde Brothers Excavating, Inc.	\$ 642,640.30	Same 4
C & D Hughes, Inc.	\$ 618,092.30	Same 2
Pamar Enterprises, Inc.	\$ 763,528.99	Same 11
Ron Bretz Excavating, Inc.	\$ 728,906.46	Same 10
Genoak Construction Company		
Young's Environmental Cleanup, Inc.	\$ 705,008.10	Same 8
L. J. Construction, Inc.	\$ 664,098.00	Same 5
Pro-Line Asphalt Paving Corp.		
CRS/Shaw Contracting Co.		
3-S Construction		
Todd T. Kneisel Construction Co.		

This project is a federal/local project with MDOT conducting administrative oversight only.

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74109A
  Federal Highway Administration Funds      80.00 %
  City of Vassar                          20.00 %
Zip Code: 48768

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148. LETTING OF JANUARY 09, 2004
 PROPOSAL 0401020
 PROJECT STU 63459-56301
 LOCAL AGRMT. 03-5561
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 03, 2004

ENG. EST.	LOW BID
\$ 1,071,770.40	\$ 989,527.75
% OVER/UNDER EST.	
	-7.67 %

0.87 mi of hot mix asphalt base crushing and shaping, cold milling hot mix asphalt surface, hot mix asphalt paving, full depth pavement repair, storm sewer and concrete curb and gutter on 11 Mile Road from Farmington Road to Orchard Lake Road, on Drake Road from 12 Mile Road to 13 Mile Road, and on Inkster Road from Northwestern Highway to 13 Mile Road in the city of Farmington Hills, Oakland County.

13.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Peter A. Basile Sons, Inc.			
Ajax Paving Industries, Inc.	\$ 998,069.20	Same	2
Angelo Iafrate Construction Company			
ABC Paving Company	\$ 1,288,574.25	Same	3
Cadillac Asphalt, LLC.	\$ 989,527.75	Same	1 **

3 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

56301A	
City of Farmington Hills	18.47 %
Federal Highway Administration Funds	81.53 %

Zip Code: 48336

149. LETTING OF JANUARY 09, 2004
 PROPOSAL 0401021
 PROJECT EDCF 41544-56395
 LOCAL AGRMT. 03-5574
 START DATE - APRIL 01, 2004
 COMPLETION DATE - JULY 01, 2004

ENG. EST. \$ 2,965,895.50
 LOW BID \$ 2,465,385.80
 % OVER/UNDER EST. -16.88 %

1.54 km of bituminous reconstruction, concrete curb and gutter, grading, drainage structures, storm sewer, concrete sidewalk, retaining wall, landscaping and restoration on 36th Street from Patterson Avenue to East Paris Avenue, in the city of Kentwood, Kent County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 2,628,260.45	Same	2
Maclean Construction Company	\$ 2,915,673.78	Same	7
Velting Contractors, Inc.	\$ 3,101,964.59	Same	9
Milbocker and Sons, Inc.			
Dykema Excavators, Inc.	\$ 2,465,385.80	Same	1 **
Nagel Construction, Inc.	\$ 2,799,639.73	Same	6
Wadel Stabilization, Inc.			
Wyoming Excavators, Inc.			
Nashville Construction Company	\$ 2,784,813.04	Same	5
E.T. MacKenzie Company	\$ 2,747,428.52	Same	3
Geocon, Inc.			
Diversco Construction Company			
Schippers Excavating, Inc.	\$ 2,959,988.00	Same	8
Davis Construction, Inc.			
Anlaan Corporation			
Kentwood Excavating, Inc.	\$ 2,770,846.95	Same	4

9 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

56395A

Federal Highway Administration Funds
 City of Kentwood

70.09 %
 29.91 %

Zip Code: 49518

150. LETTING OF JANUARY 09, 2004
 PROPOSAL 0401022
 PROJECT EDCF 63544-56167
 LOCAL AGRMT. 03-5604
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 10, 2005

ENG. EST. \$ 7,999,480.20
 LOW BID \$ 6,115,165.68
 % OVER/UNDER EST. -23.56 %

1.9 km of reconstruction of bituminous road to
 a four-lane boulevard, with concrete curb and gutter and
 drainage improvements, on Sahabaw Road from Maybee to
 Walden, Oakland County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Tony Angelo Cement Construction Co.	\$ 6,574,713.56	Same	5
Ajax Paving Industries, Inc.			
John Carlo, Inc.	\$ 6,564,256.21	Same	4
Florence Cement Company			
Angelo Iafrate Construction Company			
Dan's Excavating, Inc.	\$ 6,320,263.81	Same	3
Sunset Excavating, Inc.	\$ 6,115,165.68	Same	1 **
ABC Paving Company	\$ 7,424,588.36	Same	6
Pamar Enterprises, Inc.			
The Oakland Excavating Company			
Six-S, Inc.	\$ 6,228,562.17	Same	2
Cadillac Asphalt, LLC.			
Todd T. Kneisel Construction Co.			

6 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

56167A
 Oakland County 27.07 %
 Federal Highway Administration Funds 72.93 %

Zip Code: 48025

151. LETTING OF JANUARY 09, 2004
 PROPOSAL 0401023
 PROJECT STL 01050-74240
 LOCAL AGRMT. 03-5597
 START DATE - JULY 06, 2004
 COMPLETION DATE - SEPTEMBER 17, 2004

ENG. EST. \$ 482,124.75
 LOW BID \$ 468,869.06
 % OVER/UNDER EST. -2.75 %

1.9 mi of road reconstruction with hot mix asphalt surfacing, including earthwork, base crushing and shaping, subbase, aggregate base, culverts, aggregate shoulders, slope restoration and pavement marking on Trask Lake Road from Stout Road easterly, in Millen and Hawes Townships, Alcona County.

BIDDER	AS-READ	AS-CHECKED	
Bolen Asphalt Paving, Inc.	\$ 496,054.78	Same	3
Rieth-Riley Construction Co., Inc.	\$ 621,814.90	Same	5
M & M Excavating Co., Inc.			
C.R. Hunt Construction Co.			
Cordes Excavating, Inc.	\$ 489,434.10	Same	2
Manigg Enterprises, Inc.	\$ 554,578.64	Same	4
Bernie Johnson Trucking, Inc.	\$ 468,869.06	Same	1 **
Wcisel Construction, Inc.			

5 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

74240A

Alcona County	50.00 %
Federal Highway Administration Funds	50.00 %

Zip Code: 48742

153. LETTING OF JANUARY 09, 2004
 PROPOSAL 0401035
 PROJECT STH 25609-73783
 LOCAL AGRMT. 03-5579
 START DATE - 10 days after award
 COMPLETION DATE - MAY 15, 2004

ENG. EST.
 \$ 53,741.75

LOW BID
 \$ 46,162.35

% OVER/UNDER EST.
 -14.10 %

Traffic signal installation on Saginaw Street at Grand Blanc
 High School access drive intersection, in the city of Grand
 Blanc, Genesee County.

BIDDER	AS-READ	AS-CHECKED	
Strain Electric Company	\$ 46,162.35	Same	1 **
Posen Construction, Inc.			
Trans Tech Electric, L.P.	\$ 59,288.35	Same	6
Allstate Electric, Inc.			
Metropolitan Power & Lighting, Inc.			
J. Ranck Electric, Inc.	\$ 46,817.38	Same	2
John R. Howell, Inc.	\$ 46,919.35	Same	3
Rauhorn Electric, Inc.	\$ 46,945.95	Same	4
Top Rail Electric Company	\$ 52,958.50	Same	5

6 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

73783A

Federal Highway Administration Funds	80.00 %
City of Grand Blanc	20.00 %

Zip Code: 48439

154. LETTING OF JANUARY 09, 2004
 PROPOSAL 0401036
 PROJECT STH 82609-73994
 LOCAL AGRMT. 03-5580
 START DATE - APRIL 15, 2004
 COMPLETION DATE - 30 working days

ENG. EST. \$ 140,450.00
 LOW BID \$ 171,374.98
 % OVER/UNDER EST. 22.02 %

0.664 km of concrete base course widening,
 concrete pavement repair, curb cap repair, drainage
 structures, adjusting drainage structures and pavement
 markings on I-94 North Service Drive at Belleville Road
 intersection in Wayne County.

BIDDER	AS-READ	AS-CHECKED	
Kelcris Corporation			
Peter A. Basile Sons, Inc.	\$ 177,723.15	Same	2
Florence Cement Company	\$ 191,568.20	Same	4
Angelo Iafrate Construction Company	\$ 171,374.98	Same	1 **
Tom's Advanced Paving Company	\$ 206,341.46	Same	6
Six-S, Inc.	\$ 178,370.32	Same	3
DiLisio Contracting, Inc.	\$ 202,134.44	\$ 202,290.19	5
L. J. Construction, Inc.			
Todd T. Kneisel Construction Co.			

6 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

73994A

Wayne County	20.00 %
Federal Highway Administration Funds	80.00 %

Zip Code: 48111

155. LETTING OF JANUARY 09, 2004
 PROPOSAL 0401037
 PROJECT STH 25609-73782
 LOCAL AGRMT. 03-5578
 START DATE - 10 days after award
 COMPLETION DATE - JULY 15, 2004

ENG. EST. \$ 51,516.25
 LOW BID \$ 68,863.57
 % OVER/UNDER EST. 33.67 %

Construct right-turn lane for north bound traffic on Saginaw Street at Crane Drive intersection, in the city of Grand Blanc, Genesee County.

BIDDER	AS-READ	AS-CHECKED	
Saginaw Asphalt Paving Company			
Ajax Paving Industries, Inc.			
Greco Equipment Co., Inc.	\$ 81,270.60	\$ 85,754.30	7
Lois Kay Contracting Co.	\$ 72,163.66	Same	3
Champagne and Marx Excavating, Inc.			
C & D Hughes, Inc.	\$ 78,110.92	Same	6
Zito Construction Co.	\$ 69,583.90	Same	2
The Oakland Excavating Company	\$ 72,910.11	Same	4
Ron Bretz Excavating, Inc.	\$ 86,532.12	Same	8
Genoak Construction Company	\$ 86,608.00	Same	9
Cadillac Asphalt, LLC.	\$ 68,863.57	Same	1 **
DiLisio Contracting, Inc.			
Young's Environmental Cleanup, Inc.	\$ 75,449.48	Same	5
CRS/Shaw Contracting Co.			
Todd T. Kneisel Construction Co.			

9 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

73782A

Federal Highway Administration Funds	80.00 %
City of Grand Blanc	20.00 %

Zip Code: 48439

156. LETTING OF JANUARY 09, 2004
 PROPOSAL 0401038
 PROJECT EDCF 82544-75941
 LOCAL AGRMT. 03-5545
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 30, 2004

ENG. EST.
 \$ 321,000.00

LOW BID
 \$ 348,484.39

% OVER/UNDER EST.
 8.56 %

Widening, geometric changes, and traffic signal modernization, including concrete paving, drainage structures, storm sewer, and miscellaneous related work on Linwood Street from Fenkell Street to Lodge Freeway Service Drive, in the city of Detroit, Wayne County.

BIDDER	AS-READ	AS-CHECKED	
Kelcris Corporation			
Ajax Paving Industries, Inc.			
J. J. Barney Construction, Inc.	\$ 354,834.50	Same	2
Florence Cement Company	\$ 348,484.39	Same	1 **
Angelo Iafrate Construction Company	\$ 365,954.04	Same	3
Dan's Excavating, Inc.	\$ 382,815.95	Same	6
Posen Construction, Inc.	\$ 504,650.86	Same	8
ABC Paving Company	\$ 419,065.36	Same	7
Six-S, Inc.	\$ 374,092.85	Same	5
DiLisio Contracting, Inc.	\$ 370,127.89	\$ 370,127.94	4

8 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

75941A

City of Detroit	20.00 %
Federal Highway Administration Funds	80.00 %

Zip Code: 48226

157.	LETTING OF JANUARY 09, 2004 PROPOSAL 0401039 PROJECT EDDF 71555-76144 LOCAL AGRMT. 03-5622 START DATE - 10 days after award COMPLETION DATE - AUGUST 20, 2004	ENG. EST. \$ 540,364.05	LOW BID \$ 494,900.03 % OVER/UNDER EST. -8.41 %
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3.23 mi of rehabilitation hot mix asphalt base crushing and shaping, aggregate base, hot mix asphalt surfacing, aggregate shoulders, drainage improvements, intersection improvements, traffic control, pavement markings and restoration on Long Lake Highway from Smigelski Road easterly to Basswood Road and on Bolton Road from Long Lake Highway southeasterly to the Presque Isle/Alpena County line, in Krakow Township, Presque Isle County.

BIDDER	AS-READ	AS-CHECKED	
Bolen Asphalt Paving, Inc.	\$ 515,048.38	Same	2
Rieth-Riley Construction Co., Inc.	\$ 635,657.48	Same	6
Payne & Dolan, Inc.	\$ 582,556.83	Same	3
M & M Excavating Co., Inc.			
H & D, Inc.	\$ 623,588.08	Same	5
Cordes Excavating, Inc.	\$ 494,900.03	Same	1 **
Manigg Enterprises, Inc.	\$ 588,739.40	Same	4
Wcisel Construction, Inc.			

6 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

76144A

Presque Isle County	2.40 %
Federal Highway Administration Funds	80.00 %
State Economic Development Funds (Category D)	17.60 %

Zip Code: 49776

158. LETTING OF JANUARY 09, 2004
 PROPOSAL 0401040
 PROJECT STE 81016-73836
 LOCAL AGRMT. 03-5585
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 01, 2004

ENG. EST.
 \$ 743,808.50

LOW BID
 \$ 539,817.26

% OVER/UNDER EST.
 -27.43 %

Construct non-motorized trail along Huron River Drive from
 Dixboro Road to McAuley Drive, and along McAuley Drive from
 Huron Drive to Hewitt Road in Charter Township, Washtenaw
 County.

BIDDER	AS-READ	AS-CHECKED	
DeAngelis Landscape, Inc.	\$ 698,750.00	Same	10
Peter A. Basile Sons, Inc.	\$ 539,817.26	Same	1 **
Florence Cement Company	\$ 884,198.25	Same	11
Angelo Iafrate Construction Company	\$ 610,370.66	Same	3
Nashville Construction Company			
Sunset Excavating, Inc.			
C & D Hughes, Inc.	\$ 629,048.16	Same	5
Posen Construction, Inc.			
Walter Toebe Construction Co.			
E.T. MacKenzie Company			
ABC Paving Company	\$ 637,183.17	Same	6
Fonson, Inc.	\$ 693,184.20	Same	9
Davis Construction, Inc.	\$ 653,253.00	Same	7
Prince Bridge & Marine, LTD			
Cadillac Asphalt, LLC.	\$ 576,525.97	Same	2
L. J. Construction, Inc.	\$ 678,364.50	Same	8
Pro-Line Asphalt Paving Corp.	\$ 619,870.10	Same	4
Todd T. Kneisel Construction Co.			

11 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

73836A

Washtenaw County

73.29 %

Federal Highway Administration Funds

26.71 %

Zip Code: 48197

159. LETTING OF JANUARY 09, 2004
 PROPOSAL 0401042
 PROJECT STH 79609-73989
 LOCAL AGRMT. 03-5613
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 11, 2004

ENG. EST.
 \$ 216,101.30

LOW BID
 \$ 210,973.56

% OVER/UNDER EST.
 -2.37 %

Guardrail upgrade with related embankment and aggregate shoulder work at sixteen locations county wide in Tuscola County.

BIDDER	AS-READ	AS-CHECKED	
J. Slagter & Son Construction Co.	\$ 210,973.56	Same	1 **
Snowden, Inc.	\$ 218,008.00	Same	3
Nationwide Fence & Supply Company	\$ 317,866.64	Same	6
J & J Contracting, Inc.	\$ 224,413.08	Same	4
Rite Way Fence, Inc.	\$ 263,851.74	Same	5
Right Rail, Inc.	\$ 214,373.48	Same	2

6 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

73989A

Tuscola County	20.00 %
Federal Highway Administration Funds	80.00 %

Zip Code: 48723

160. LETTING OF JANUARY 09, 2004
 PROPOSAL 0401043
 PROJECT STU 81406-56829
 LOCAL AGRMT. 03-5600
 START DATE - MAY 01, 2004
 COMPLETION DATE - JULY 01, 2004

ENG. EST.	LOW BID
\$ 428,752.95	\$ 392,866.21
% OVER/UNDER EST.	
-8.37 %	

1.14 mi of hot mix asphalt pavement resurfacing,
 placing aggregate shoulders, pavement markings
 and restoration on Packard Street at Carpenter
 Road to Golfside Drive in Washtenaw County.

BIDDER	AS-READ	AS-CHECKED	
Peter A. Basile Sons, Inc.			
Ajax Paving Industries, Inc.	\$ 442,028.41	Same	2
Barrett Paving Materials, Inc.	\$ 458,689.00	Same	3
ABC Paving Company			
Cadillac Asphalt, LLC.	\$ 392,866.21	Same	1 **
Pro-Line Asphalt Paving Corp.			

3 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

56829A	
Washtenaw County	18.74 %
Federal Highway Administration Funds	81.26 %

Zip Code: 48103

MARC radio traffic signal interconnect county wide in Macomb County.

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Zip Code: 48043

163.	LETTING OF JANUARY 09, 2004	ENG. EST.	LOW BID
	PROPOSAL 0401047	\$ 43,990.50	\$ 26,713.89
	PROJECT M 84022-77807, ETC		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - MAY 01, 2004		
	COMPLETION DATE - MAY 30, 2004		-39.27 %

Installation of underground cable for AWOS (automated weather observation system) at Owosso Municipal Airport, Presque Isle County/Rogers City Airport, South Haven Area Regional Airport, cities of Owosso, Rogers City, and South Haven, counties of Shiawassee, Presque Isle, and Van Buren.

BIDDER	AS-READ	AS-CHECKED	
Windemuller Electric, Inc.	\$ 27,549.72	Same	2
Trans Tech Electric, L.P.			
Allstate Electric, Inc.	\$ 26,713.89	Same	1 **
J. Ranck Electric, Inc.	\$ 29,261.99	Same	4
John R. Howell, Inc.	\$ 28,705.40	Same	3
Rauhorn Electric, Inc.	\$ 45,336.45	Same	6
DVT Electric, Inc	\$ 56,227.50	Same	7
Kent Power, Inc.	\$ 34,466.85	Same	5

7 Bidders

Purpose/Business Case: The purpose of this contract is to provide underground electrical and data cables necessary for the installation of Automated Weather Observation Systems (AWOS) at three Michigan airports. Construction will be conducted at the following airports:

- Presque Isle County Airport, Rogers City
- Owosso Community Airport, Owosso
- South Haven Area Regional Airport, South Haven

Benefit: AWOS is a critical element in the MDOT All-Weather Airport Access Plan that provides pilots with instantaneous weather observations. Weather observations provided by AWOS improve airport capacity during inclement weather conditions. In addition, AWOS observations are disseminated nationwide through the National Weather Service to aviation and non-aviation users.

Funding Source:

77807A	Owosso Community Airport	10.00	%
	State Restricted Aeronautics Funds	90.00	%
77808A	Presque Isle County /Rogers City Airport	10.00	%
	State Restricted Aeronautics Funds	90.00	%
77809A	South Haven Area Regional	10.00	%
	State Restricted Aeronautics Funds	90.00	%

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contractor's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If the underground cables are not installed, the primary project, the AWOS installation, could not be performed.

Cost Reduction: MDOT does not have the equipment, expertise or personnel to install such lengths of underground cabling, which reduces the cost of purchasing and maintaining such equipment.

New Project Identification: Installation of underground cable to support new Automated Weather Observation Systems.

Zip Code: 48906; state-wide.

EXTRAS

164. **Item Number 2004 - 1**

Control Section/Job Number: 36023-51440A MDOT Project

State Administrative Board - The percentage of extras exceeds 6% of the original contract amount.

State Transportation Commission - Does not meet criteria.

Contractor: Hebert Construction Co., Inc.
P.O. Box 271
Iron River, Michigan 49935-0271

Designed By: Consultant
Engineer's Estimate: \$1,127,496.94

Description of Project:

Superstructure replacement above main arches on M-69 over Paint River, in the city of Crystal Falls, Iron County.

Administrative Board Approval Date:	November 20, 2001	
Contract Date:	December 7, 2001	
Original Contract Amount:	\$1,062,283.10	
Total of Overruns/Changes (Approved to Date):	(4,561.51)	- 0.43%
Total of Extras/Adjustments (Approved to Date):	56,836.07	+ 5.35%
THIS REQUEST	<u>13,724.16</u>	<u>+ 1.29%</u>
Revised Total	<u>\$1,128,281.82</u>	+ 6.21%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract + 4.92% over the original budget for an **Authorized to Date Amount** of \$1,114,557.66.

Approval of this extra will place the authorized status of the contract + 6.21% over (\$65,998.72) the **Original Budget**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 11, 13 r.1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 11

Subcontractor Standby Time	1.000 dlr @ \$370.38/dlr	\$370.38
Hand Chipping Additional Costs	1.000 dlr @ \$5,337.02/dlr	5,337.02
Patch Forming Additional Costs	1.000 dlr @ \$2,442.06/dlr	<u>2,442.06</u>
Total		<u>\$8,149.46</u>

CM 13 r.1

Conc. Quality Initiative – Disincentive	-3,222.600 dlr @ \$1.00/dlr	\$(3,222.60)
Paved Ditch, Bit	535.000 m2 @ \$10.42/m2	<u>5,574.70</u>
Total (Disregard Disincentive)		<u>\$5,574.70</u>
Total		<u>\$13,724.16</u>

Reason(s) for Extra(s)/Adjustment(s):

Hand Chipping and Patch Forming: Site conditions differed from those stated in the plans. These differences were discovered when the bridge deck was removed. Originally all Hand Chipping and Patch Forming were to be done on the arch structures. When the deck was removed it was found that Hand Chipping and Patch Forming were required on the pier caps. The costs of these extras were negotiated and cover the extra costs incurred by the contractor (such as setting up and removing scaffolding and additional form work) to do Hand Chipping and Patch Forming on the sides and top of the pier caps and abutments. Records of the negotiated costs are in file 105.

Section 103.02 CHANGES in the WORK - of the 1996 Standard Specifications for Highway Construction was interpreted to authorize payment for this extra work.

Paved Ditch: This project required the removal of the bridge deck over the Paint River. A detour was used during construction to allow entry and egress from the city of Crystal Falls. To bring this roadway back to a condition in which it could be returned to the local unit of government required milling and paving (both were existing items on this project). During the rebuilding of the bridge, significant erosion occurred in the ditch area of the detour. Correcting this erosion required paving portions of the ditch along the detour route. The cost for this extra was determined by comparing the contractor's proposed price to the weighted average price report for 2001. Records of this comparison are in the project files.

Section 103.4 – EXTRA WORK – of the 1996 Standard Specifications for Highway Construction was interpreted to authorize payment for this extra work.

These Extras are now recommended for approval by the State Administrative Board.

Purpose/Business Case: This extra makes payment provisions for the inclusion of the items "Sub Contractor Standby Time," "Hand Chipping Additional Costs," "Hand Patching Additional Costs," and "Paved Ditch, Bit," which were not pay items in the original contract.

Benefit: To complete the rebuilding of the superstructure Hand Chipping and Patching was required on the pier caps. To rehabilitate the detour route it was necessary to pave the ditch in several areas to prevent further erosion.

Funding Source: FHWA, 80%; State Restricted Trunkline, 20%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: If the Hand Chipping and Patching were not completed on the pier caps, the superstructure of the bridge could not have been completed. If the ditch had not been paved, continued erosion would have occurred eventually undermining the roadway and causing it to fail.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

New Project Identification: This is an existing project already under contract.

Zip Code: 49920

165. **Item Number 2004-2**

Control Section/Job Number: 82457-56206A Local Agency Project

State Administrative Board - This project is less than \$800,000 and the extras exceed \$48,000.

State Transportation Commission - Does not meet criteria.

Contractor: J. Slagter & Son Construction Co.
1326 142nd Avenue
Wayland, Michigan 49348

Designed By: Consultant
Engineer's Estimate: \$608,962.45

Description of Project:

Approximately 0.710 km of milling bituminous surface, bituminous resurfacing with pavement rehabilitation, concrete pavement replacement, bridge approach and superstructure reconstruction, concrete pavement repair, concrete curb cap repair, adjusting of drainage structures and guardrail, along with other miscellaneous related items of improvement on Inkster Road from Michigan Avenue (US-12) to Corona in Wayne County.

Administrative Board Approval Date:	April 1, 2003	
Contract Date:	July 7, 2003	
Original Contract Amount:	\$595,041.14	
Total of Overruns/Changes (Approved to Date):	34,364.64	+ 5.78%
Total of Extras/Adjustments (Approved to Date):	1,279.20	+ 0.21%
THIS REQUEST	<u>47,100.00</u>	<u>+ 7.92%</u>
Revised Total	<u>\$677,784.98</u>	13.91%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract + 5.99% over the original budget for an **Authorized to Date Amount** of \$630,684.98.

Approval of this extra will place the authorized status of the contract + 13.91% over (+\$82,743.84) the **Original Budget**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 4 r.3

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Misc Waterproofing Co-Polymer		
Overlay, 7 mm	500.00 m2 @ \$94.20/m2	<u>\$47,100.00</u>
Total		<u>\$47,100.00</u>

Reason(s) for Extra(s)/Adjustment(s):

The item "Miscellaneous Waterproofing Co-Polymer Overlay, 7mm" was inadvertently omitted from the contract. The overlay will be placed on a bridge structure on Inkster Road where it crosses the Lower Rouge River, which lies within the confines of this project. Providing a permanent riding surface to the bridge structure was within the overall scope of this project.

This co-polymer overlay is placed over the standard bridge deck concrete to provide a barrier to road salt and protect the reinforcing steel, extending the life of the structure. This type of overlay has been used on all Wayne County bridge jobs for over six years.

Since this bid item does not exist in the contract, the contractor was asked to quote a price for the additional work. The price was reviewed by Richard Hodges of the Wayne County Department of Public Service and determined to be reasonable compared to similar work in recent projects. The comparison is available in the project files.

Section 103.04 – EXTRA WORK – of the 1996 Standard Specifications for Highway Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board.

Purpose/Business Case: This extra makes payment provision for the inclusion of the item "Miscellaneous Waterproofing Co-Polymer Overlay, 7mm", which was inadvertently omitted from the original contract.

Benefit: By adding the item "Miscellaneous Waterproofing Co-Polymer Overlay, 7mm" to the contract, the life of the bridge structure will be extended.

Funding Source: FHWA, 81.85%; Wayne County, 18.15%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: If the item "Miscellaneous Waterproofing Co-Polymer Overlay, 7mm" was not added to the contract, the bridge deck would be exposed to accelerated deterioration.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the item in this Extra.

New Project Identification: This is an existing project already under contract.

Zip Code: 48141 and 48185

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and execution of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of July 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director